UNITED STATES PATENT AND TRADEMARK OFFICE
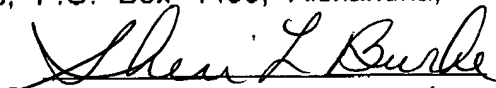
In re:	Application of Gruenwald, et al.	:	Attorney's Docket: 104035-00010
		:	
Serial No.:	10/721,000	:	
		:	
Filed:	11/24/03	:	Examiner: Basil Katcheves
		:	
Title:	HYBRID ELECTRIC VEHICLE	:	Group Art Unit 3635

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Sheri L. Burke

**VERIFIED STATEMENT (DECLARATION) OF
ROBERT GRUENWALD
UNDER 37 C.F.R. §1.131**

I, Robert Gruenwald, hereby declare that I am over 21 years of age, of sound

mind, capable of making this declaration, and fully competent to testify concerning the

matters stated herein. I have personal knowledge of each of the matters stated herein.

I am one of the co-inventors of the inventions described and claimed in the

above-referenced patent application.

I understand that the United States Patent and Trademark Office has rejected claims in the above-referenced application as either anticipated by the Morisawa et al. reference (US Patent No. 6,205,379), or obvious in view of that reference in combination with other references, as set forth in the Official Action mailed February 11, 2005, the Morisawa et al. reference cited under 35 USC 102(e) as having been based upon an application filed August 12, 1999.

I also understand that the United States Patent and Trademark Office has rejected claim 30 in the above-referenced application as obvious in view of the Morisawa et al. reference (US Patent No. 6,205,379) in combination with the teaching of the Deguchi et al. reference (US Patent No. 6,233,508), as set forth in the Official Action mailed February 11, 2005, the Deguchi et al. reference cited under 35 USC 102(e) as having been based upon an application filed June 3, 1999.

The inventions of the present patent application were completed and reduced to practice at least as early as the June 3, 1999 filing date of the Deguchi et al. reference, and prior to the August 12, 1999 filing date of the Morisawa et al. reference.

Attached hereto as Exhibits A is a true and accurate copy of a confidential memoranda I authored describing the hybrid vehicle software whose operation is described and claimed in the subject application and developed by the inventors named in the subject application. The memorandum bears a latest revision date of November January 27, 1998. Exhibit A describes the program parameters of the software described in the subject application, including the setting of an "Undervoltage Max" and an "Undervoltage Min" that refers to the setting of a pre-determined low voltage set-point for the energy storage system (see page 5); and the setting of an "Overvoltage

Max" and an "Overvoltage Min" that refers to the setting of a pre-determined high voltage set-point for the energy storage system (see pages 6 and 7).

Also attached hereto as Exhibits B is a true and accurate of a portion of the source code the operation of which is described in the subject application. This portion of the source code sets a pre-determined low voltage set-point for the energy storage system; and a pre-determined high voltage set-point for the energy storage system.

Also attached hereto as Exhibits C is a true and accurate of a document entitled "Baseline Testing of the Hybrid Electric Transit Bus" that describes the testing of a hybrid bus of the type that embodied the inventions described and claimed in the subject application. Figures 1 and 2 of that document show pictures of the hybrid electric bus that incorporated the inventions described and claimed in the subject application, including the software described in Exhibits A and B.

Accordingly, I confirm of my own knowledge that the subject invention was completed and in operation, as reflected in the aforementioned exhibits, at least as early as June 3, 1999.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that the statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 10001 of Title 18 of the United States Code, and that such willful false statements made jeopardize the validity of the application, any patent issuing thereon, or any patent to which this verified statement is directed.

Robert Gruenwald

Robert Gruenwald

_8-9-05_

Date of Execution

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EV Software

Document Name: IM114213.doc
Document Revised: 01/27/98
Software number:114213
Software Revised: 06/13/97

This software was created to allow EMS G5 drive control and electric vehicle. The special features of the software include:

1.   Gas and brake peddle analog inputs.
2   Under voltage trip prevention
3   Over voltage trip prevention.
4   Power level selection.
5   Regeneration speed cut off.
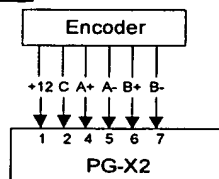6   Shift control of two-speed transmission.

Block diagram of torque control

EXHIBIT

A

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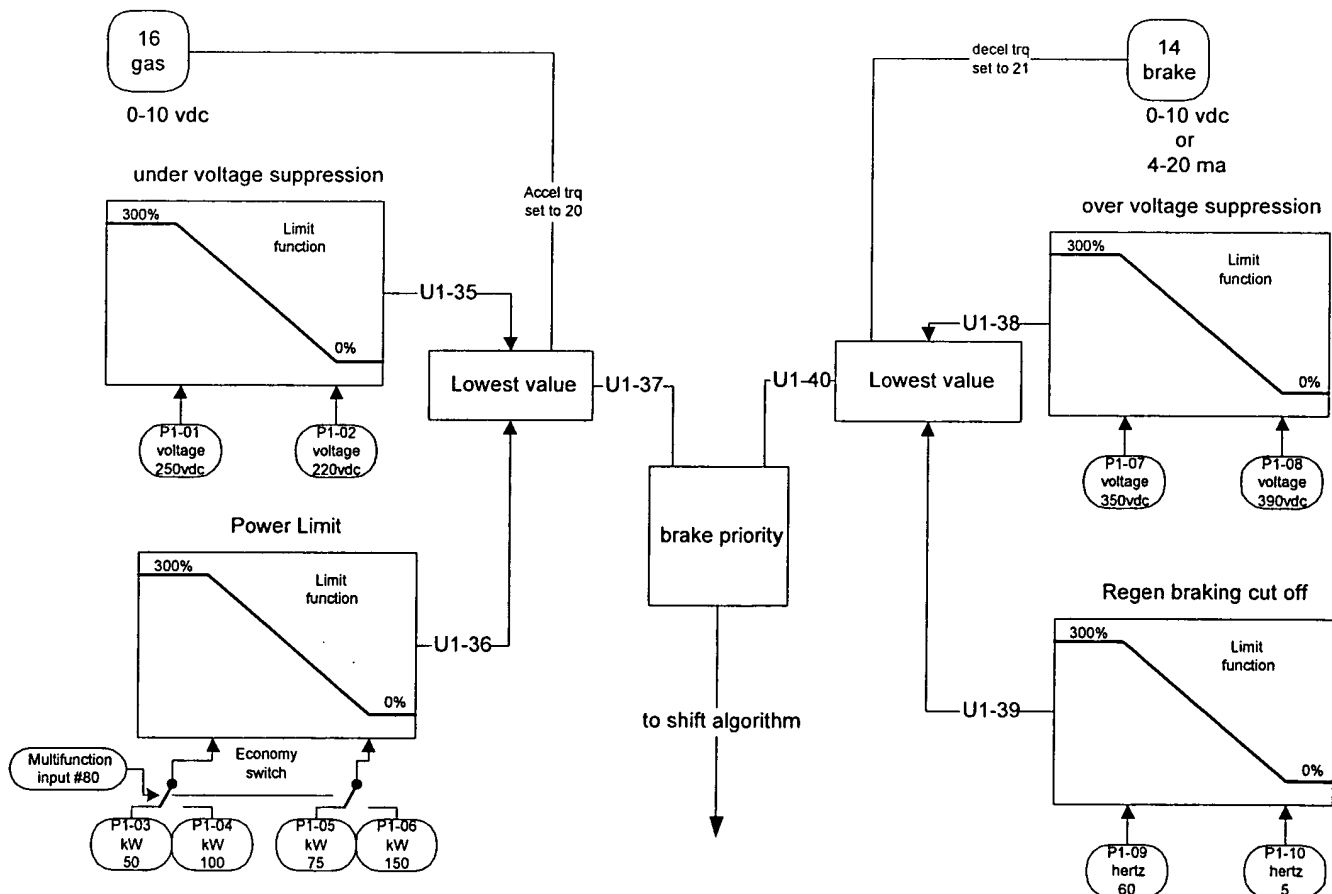
Block diagram of shift control
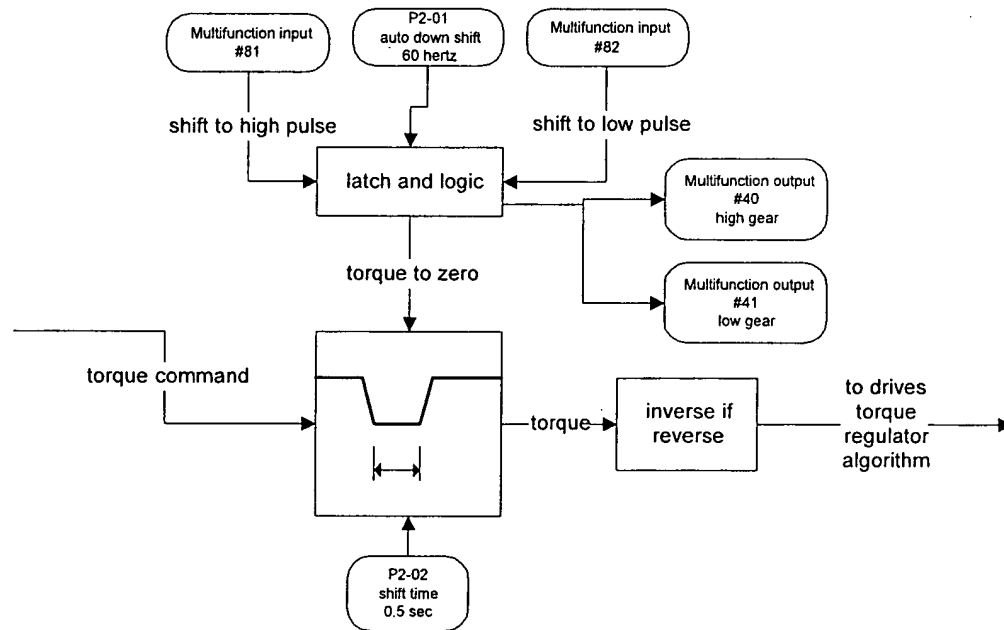
Special Programming Notes
This software document is only a supplement to the EMS G5 Series instruction manual. All parameters and features not mentioned in this document are not changed. A **PG-W2** or **PG-X2** card must be used as pulse feedback card. The drive must operate in closed loop Flux vector mode.

Factory defaults that are changed.

A1-01 = 4	Advanced access level
A1-02 = 3	Vector Control
B1-01 = 0	Reference from operator
B1-03 = 1	Coast to stop control
B1-06 = 0	2ms Scan time for inputs
C1-01 = 0.5	Acceleration
C1-02 = 0.5	Deceleration
C2-01 = 0	S-curve at acceleration start
C2-02 = 0	S-curve at acceleration end
C2-03 = 0	S-curve at deceleration start
C2-03 = 0	S curve at start of deceleration
C4-01 = 0	Torque compensation gain
C6-01 = 12.0	Carrier Frequency
C6-01 = 12.0	Carrier Frequency
D1-01 = 60.00	frequency reference #1
D5-01 = 1	torque control
D5-02 = 5	Torque ref filter
E1-02 = 1	Blower cooled motor
E1-13 = 230.0	base voltage
F1-01 = 512	Encoder PPR
H1-03 = 80	terminal 5 is economy mode command input
H1-04 = 81	terminal 6 shift to high gear input
H1-05 = 82	terminal 7 shift to low gear input
H2-02 = 41	terminal 25 is shift to high output
H2-03 = 40	terminal 26 is shift to low output
H3-01 = 1	terminal 13is a bipolar input
H3-05 = 20	terminal 16 is gas pedal input
H3-06 = 300.0	terminal 16 gain
H3-08 = 0	terminal 14 is 0 to 10v
H3-09 = 21	terminal 14 is brake pedal input
H3-10 = 300.0	terminal 14 gain
L2-05 = 150	Under voltage detection level
L3-04 = 0	Disable stall prevention
L7-01 = 300	Forward torque limit
L7-02 = 300	Reverse torque limit
L7-03 = 300	Forward regeneration torque limit
L7-04 = 300	Reverse regeneration torque limit
O1-01 = 7	User monitor dc bus voltage
O1-02 = 4	User monitor at power up

Additional changes for Bob's minivan.
B1-02 = 0   keypad run command
D1-01 = 166.00   frequency reference #1
E1-04 = 166.00   Max frequency
E1-06 = 100   Fbase
E2-01 = 100   FLA
E2-02 = 0.47   Slip
E2-03 = 55.6   NLA
E2-05 = 0.034   terminal resistance
E2-07 = 0.39   Saturation
E2-08 = 0.60   Saturation

Custom software Parameters

Q: Quick-Start Level, selected parameters for maintenance-level programming.
B: Basic Level, selected parameters for basic programming in most applications.
A: Advanced Level, all parameters for advanced programming in special applications.

New Multi-Function Digital Input Setting
For Constants H1-01 through H1-06

Setting	Display	Description
80	Economy Mode	Closing this input causes the drive to use P1-03 and P1-04 Power limits.
81	Shift to high.	Closing this input causes the drive to change the transmission to high gear.
82	Shift to low.	Closing this input causes the drive to change the transmission to low gear.

New Multi-Function Digital Output Setting
For Constants F5-01 & 02 and H2-01 through H2-03

Setting	Display	Description
40	High Gear	Output to transmission high gear.
41	Low Gear	Output to transmission low gear.

New Multi-Function Analog Input Setting
For Constants H3-05 and H3-09

Setting	Display	Description
20	Gas Pedal input	Analog input from gas pedal
21	Brake Pedal input	Analog input from brake pedal

New Multi-Function Analog Output Setting
For Constants H4-01 and H4-04

Setting	Display	Description
none		

New Program Group

```
        Group P
   Electric Vehicle
```

New Program Function

```
       Function P1
    EV Torque Contr
```

New Program Parameters

```
   Undervoltage Max
   P1-01=  250 VDC
```

P1-01   Under Voltage Maximum

-	-	-	B

Setting Range: 0 to 999 VDC
Factory Default: 250 VDC

When DC bus voltage is above this point 300 percent acceleration torque is possible.

```
   Undervoltage Min
   P1-02=  220 VDC
```

P1-02   Under Voltage Minimum

-	-	-	B

Setting Range: 0 to 999 VDC
Factory Default: 220 VDC

When DC bus voltage is below this point zero percent acceleration torque is possible.

```
   Pwr.Lim.Econ.Max
   P1-03=  50 kW
```

P1-03   Power Limit Economy mode maximum

-	-	-	B

Setting Range: 0 to 999 kW

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Factory Default: 50 kW

When in economy mode and power output is below this point 300 percent acceleration torque is possible.

```
┌─────────────────────────┐
│   Pwr.Lim.Perf.Max      │
│   P1-04=  100 kW        │
└─────────────────────────┘
```

P1-04   Power Limit Performance mod maximum

-	-	-	B

Setting Range: 0 to 999 kW
Factory Default: 100 kW

When in performance mode and power output is below this point 300 percent acceleration torque is possible.

```
┌─────────────────────────┐
│   Pwr.Lim.Econ.Min      │
│   P1-05=  75 kW         │
└─────────────────────────┘
```

P1-05   Power Limit Economy mode minimum

-	-	-	B

Setting Range: 0 to 999 kW
Factory Default: 75 kW

When in economy mode and power output is above this value, zero percent acceleration torque is possible.

```
┌─────────────────────────┐
│   Pwr.Lim.Perf.Min      │
│   P1-06 =  150 kW       │
└─────────────────────────┘
```

P1-06   Power Limit Performance mod minimum

-	-	-	B

Setting Range: 0 to 999 kW
Factory Default: 150 kW

When in performance mode and power output is above this value zero percent acceleration torque is possible.

```
┌─────────────────────────┐
│   Overvoltage Max       │
│   P1-07=  350 VDC       │
└─────────────────────────┘
```

P1-07   Overvoltage maximum

-	-	-	B

Setting Range: 0 to 999 VDC
Factory Default: 350 VDC

When DC bus voltage is below this point 300 percent acceleration torque is possible.

```
┌─────────────────────────────┐
│     Overvoltage Min         │
│   P1-08=  390 VDC           │
└─────────────────────────────┘
```

P1-08   *Overvoltage minimum*

-	-	-	B

Setting Range: 0 to 999 VDC
Factory Default: 390 VDC

When DC bus voltage is above this point zero percent acceleration torque is possible.

```
┌─────────────────────────────┐
│     Regen off Max           │
│   P1-09=  60 HZ             │
└─────────────────────────────┘
```

P1-09   *Regeneration off maximum*

-	-	-	B

Setting Range: 0 to 999 HZ
Factory Default: 60 HZ

When motor speed is above this point 300 percent regeneration torque is possible.

```
┌─────────────────────────────┐
│     Regen off Min           │
│   P1-10=   5 HZ            │
└─────────────────────────────┘
```

P1-10   *Regeneration off minimum*

-	-	-	B

Setting Range: 0 to 999 HZ
Factory Default: 5 HZ

When motor speed is below this point zero percent regeneration torque is possible.

New Program Function

```
┌─────────────────────────────┐
│     Function P2             │
│   EV Shift Control          │
└─────────────────────────────┘
```

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New Program Parameters

```
┌─────────────────────────────┐
│    Auto Down Shift          │
│    P2-01=  60 HZ            │
└─────────────────────────────┘
```

P2-01   Auto Down shift speed

-	-	-	B

Setting Range: 0 to 999 HZ
Factory Default: 60 HZ

When the motor speed goes below this speed it automatically shift the transmission to low gear.

```
┌─────────────────────────────┐
│      Shift Time             │
│    P2-02=  500 ms           │
└─────────────────────────────┘
```

P2-02   Shift Time

-	-	-	B

Setting Range: 0 to 9999 ms
Factory Default: 500 ms

When the shifting gears the torque on the motor is held at zero percent for this time to allow the transmission to change gears.

```
┌─────────────────────────────┐
│    Term-13 amp/volt         │
│    P2-03=  37.5             │
└─────────────────────────────┘
```

P2-03   Terminal 13 amp per volt ratio

-	-	-	B

Setting Range: 0.0 to 999.9
Factory Default: 37.5

This setting is used to calibrate the current transformer connected to terminal 13. The current transformer is used to measure DC bus amperage and calculate kWh used.

New Monitors

```
┌─────────────────────────────┐
│    UV Suppress TRQ          │
│    U1-35   300.0 %          │
└─────────────────────────────┘
```

U1-35 Under Voltage Suppression torque.
Displays the value of torque coming out of the under voltage suppression algorithm.
Range: 0 to 300.0 %

```
Power limit TRQ
U1-36   300.0 %
```

U1-36 Power limit Torque
Displays the value of torque coming out of the power limit algorithm.
Range: 0 to 300.0 %

```
Acceleration TRQ
U1-37     75.0%
```

U1-37 Acceleration Torque
Displays the lowest value of torque coming out of the under voltage suppression, gas pedal, or power limit algorithm.
Range: 0 to 300.0 %

```
OV Suppress TRQ
U1-38   300.0 %
```

U1-38 Over Voltage Suppression torque.
Displays the value of torque coming out of the over voltage suppression algorithm.
Range: 0 to 300.0 %

```
Regen Cutoff TRQ
U1-39   300.0 %
```

U1-39 Regeneration cut off torque
Displays the value of torque coming out of the regeneration cutoff algorithm.
Range: 0 to 300.0 %

```
┌─────────────────────────────┐
│   Deceleration TRQ          │
│   U1-40    0.0%             │
└─────────────────────────────┘
```

U1-40 Deceleration Torque

Displays the lowest value of torque coming out of the over voltage suppression, brake pedal, or regeneration cutoff algorithm.
Range: 0 to 300.0 %

```
┌─────────────────────────────┐
│   Torque Reference          │
│   U1-41    75.0%            │
└─────────────────────────────┘
```

U1-41 Torque Reference

Displays the torque reference sent to the shift algorithm.
Range: 0 to 300.0 %

```
┌─────────────────────────────┐
│   DC Bus Amps               │
│   U1-42   20.4 A            │
└─────────────────────────────┘
```

U1-42 DC Bus Amps

Displays the amperage of the DC bus measured by the current transformer connected to terminal 13.
Range: -1000.0 to 1000.0 Amps

```
┌─────────────────────────────┐
│   kWh Used                  │
│   U1-43   21.340            │
└─────────────────────────────┘
```

U1-43 Kilowatt-hour used.

Displays the kilowatt-hour used since power was applied to the inverter. It uses dc bus voltage and the CT connected to terminal 13 to calculate this value.
Range: -9.999 to 99.999 kWh

New Fault Codes

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Fault Display	Name	Description	Corrective action	Class
none				

Back

Address C:\Documents and Settings\Bob Gruenwald\My Documents\Data_CASE_by_Bob_1\G114215 electric vehicle 12-31-97\SRC

Search Folders

File and Folder Tasks

- Make a new folder
- Publish this folder to the Web
- Share this folder

Other Places

- G114215 electric vehicle 12-31-97
- My Documents
- Shared Documents
- My Computer
- My Network Places

Details

Name	Size	Type	Date Modified
114213ca.c	14 KB	C File	7/2/1997 11:29 AM
114214ca.c	14 KB	C File	11/17/1997 12:28 AM
Acpi.bat	1 KB	MS-DOS Batch File	8/16/1996 11:27 AM
Case3497	15 KB	File	2/14/1997 5:54 PM
Case.bak	18 KB	BAK File	12/31/1997 4:24 PM
Case.h	18 KB	H File	12/31/1997 9:50 PM
Casefunc.bat	1 KB	MS-DOS Batch File	1/9/1997 2:44 PM
Casefunc.c	14 KB	C File	1/1/1998 12:49 AM
Casefunc.obj	12 KB	OBJ File	12/31/1997 11:40 PM
Ccpl.bat	2 KB	MS-DOS Batch File	11/26/1996 8:20 AM
Copyofex.c	3 KB	C File	11/15/1996 12:46 PM
Datatext.c	65 KB	C File	1/1/1998 1:16 AM
Dtxt_org.bak	56 KB	BAK File	6/10/1997 12:46 PM
Dtxt_org.c	56 KB	C File	6/10/1997 12:20 PM
Exram4.c	3 KB	C File	12/31/1997 9:51 PM
Flashno.c	2 KB	C File	12/31/1997 4:02 PM
G5.bak	195 KB	BAK File	11/26/1996 12:27 PM
G5.h	195 KB	H File	1/29/1997 9:45 AM
G5a_org.c	6 KB	C File	4/6/1996 2:17 AM
G5al_org.bak	10 KB	BAK File	11/15/1996 12:30 AM
G5al_org.c	10 KB	C File	2/6/1997 12:11 PM
G5alarm2.c	35 KB	C File	4/29/1997 9:58 AM
G5alarm.c	17 KB	C File	1/1/1998 1:16 AM
G5amenus.c	6 KB	C File	1/1/1998 1:16 AM
G5cmenus.c	9 KB	C File	1/1/1998 1:16 AM
G5c_org.bak	9 KB	BAK File	1/29/1997 10:31 AM
G5c_org.c	9 KB	C File	4/29/1997 10:00 AM
G5d1_org.c	47 KB	C File	1/1/1998 1:16 AM
G5d2_org.bak	56 KB	BAK File	11/15/1996 1:19 AM
G5d2_org.c	56 KB	C File	7/2/1997 11:18 AM
G5dmenu1.c	50 KB	C File	12/31/1997 5:22 PM
G5dmenu2.c	58 KB	C File	1/1/1998 1:16 AM
G5f_org.bak	18 KB	BAK File	1/29/1997 10:32 AM
G5f_org.c	18 KB	C File	1/29/1997 10:41 AM

```
                                        voltage
    /****calculate the amount of torque under voltage suppression will allow**/

uvs_trq_wk=((vdc- ((uvs_min * 41)/2))*1200)/ (uvs_max - uvs_min); /*400volts = 8192
*/
if( uvs_trq_wk > 24576)                                        /* 24576 = 300%
torque */
        uvs_trq_wk = 24576;
if( uvs_trq_wk < 0)
        uvs_trq_wk = 0;
case_moni1         =         (uvs_trq_wk*125)/1024;      /* uv suppress torque */


    /****calc the amount of regen torque over voltage suppression will allow**/

ovs_trq_wk=((((ovs_min * 41)/2) - vdc_mon) *1200)/(ovs_min-ovs_max);

if( ovs_trq_wk > 24576)
        ovs_trq_wk = 24576;
if( ovs_trq_wk < 0)
        ovs_trq_wk = 0;

case_moni4        =         (ovs_trq_wk *125)/1024;              /* ov suppress torque */
```

NASA/TM—1999-208890

Baseline Testing of the Hybrid Electric Transit Bus

Jeffrey C. Brown, Dennis J. Eichenberg, and William K. Thompson
Lewis Research Center, Cleveland, Ohio

EXHIBIT

tabbies

C
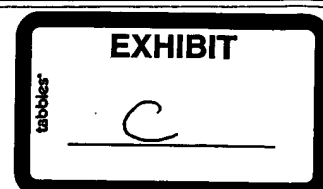
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  Hanover, MD 21076

Baseline Testing of the Hybrid Electric Transit Bus

Jeffrey C. Brown, Dennis J. Eichenberg, and William K. Thompson
Lewis Research Center, Cleveland, Ohio

Acknowledgments

The authors wish to acknowledge and thank all members of the Hybrid Electric Transit Bus team who have been a key the success of this project. This includes the following organizations:

Bowling Green State University
Greater Cleveland Regional Transit Authority
Howard University
Lincoln Electric Motor Division
NASA Lewis Research Center
Ohio Department of Development
National Highway Traffic Safety Administration Vehicle Research and Test Center
Transportation Research Center, Inc.

BASELINE TESTING OF THE HYBRID ELECTRIC TRANSIT BUS

Jeffrey C. Brown, Dennis J. Eichenberg, and William K. Thompson
National Aeronautics and Space Administration
Lewis Research Center
Cleveland, Ohio 44135

SUMMARY

A government, industry and academic cooperative is developing an advanced hybrid electric city transit bus. Goals of this effort include doubling the fuel economy of buses currently in service and reducing emissions to one tenth of EPA standards. Unique aspects of the vehicle's power system include the use of ultra-capacitors for the energy storage system, and the planned use of a natural gas-fueled turbogenerator, developed from a small jet engine. At over 17000 kg gross weight, this is the largest vehicle to ever use ultra-capacitor energy storage. Power from both the auxiliary power unit and the energy storage system is delivered to a variable speed electric motor that drives the rear axle.

The bus uses regenerative braking to improve fuel efficiency. This technology recovers much of the kinetic energy of the vehicle during deceleration. This replenishes the energy storage system each braking cycle and extends the life of the mechanical brakes.

The bus was tested at the Transportation Research Center in East Liberty, Ohio between September 21-25, 1998. Tests were performed to characterize the vehicle's performance using industry standard drive cycles. This paper describes the HETB vehicle, the results of performance tests, and future plans for vehicle development.

INTRODUCTION

The NASA Lewis Research Center initiated the Hybrid Electric Transit Bus project as an excellent opportunity to transfer technology from the aerospace and military industries to a commercial venture. The project is seen as a way to reduce pollution in urban areas, reduce fossil fuel consumption and reduce operating costs for mass transit systems.

The NASA Lewis Research Center provides overall project coordination, expertise in system modeling and experience selecting key components. NASA Lewis is responsible for developing the vehicle power control system. This includes charge and discharge circuitry for the energy storage system and control algorithms. Wherever practical, off-the-shelf components have been integrated into the power control system.

The Greater Cleveland Regional Transit Authority (RTA) is a large urban transit authority that operates over 700 buses in greater Cleveland. RTA is a good example of a potential customer. It is located near the other partners and has aggressively pursued new technologies to reduce emissions. RTA has developed the infrastructure to support alternative fuels, especially natural gas. RTA supplied the project with a vehicle and has supported the subsequent modifications and testing.

Bowling Green State University (BGSU), College of Technology, is a leader in the development of electric vehicle drive trains. BGSU and the Lincoln Electric, Inc., Motors Division, developed the traction and auxiliary motors. BGSU engineered and assembled the major drive train components onto the rear engine cradle of the bus.

Howard University (Washington, DC) is responsible for developing advanced energy management algorithms using neural network technology. This may eventually offer more fuel-efficient operation of hybrid vehicles by adjusting the state of the energy system based on the recognition of variable route conditions. The project team plans to incorporate these algorithms into the vehicle controller at a later date.

Flxible, Inc., has historically been the dominant producer of forty-foot transit buses. This duty class of urban transit buses is the mainstay of the industry. Flxible became a market leader by producing an advanced semi-monocoque aluminum-bodied vehicle at the lowest cost. Although the forty-foot Flxible bus is currently out of production, Flxible supported the vehicle engineering and integration. Since Flxible is no longer producing buses, the project is seeking other vehicle manufacturers to embrace the technology and either manufacture hybrids or retrofit conventional vehicles to a hybrid configuration.

TEST OBJECTIVES

The Department of Transportation's Transit Bus "White Book" was used as a basis for the hybrid electric transit bus testing that was performed at the Transportation Research Center. Of particular interest are the following characteristics: fuel economy, vehicle speed, acceleration time, average acceleration, maximum jerk, gradeability, sound level, range over stop-and-go driving schedules, and regenerative braking results. The performance of the various vehicle components, especially the motors, controllers, auxiliary power unit (APU), and energy storage system are also of interest.

TEST VEHICLE DESCRIPTION

The Hybrid Electric Transit Bus (HETB) is a converted forty-foot Flxible transit bus. The vehicle is shown in Figs. 1 and 2 and described in detail in Appendix A. The HETB is a series-hybrid as shown in Fig. 3. Series-hybrids convert all power produced by the generator to electric power. The combination of electric power from the engine-generator and the energy storage system power the single centrally located variable-speed electric motor that is attached to the rear differential/axle. The engine-generator and energy storage systems power all of the auxiliary systems of the bus as well. These include lighting, heating, pneumatics, hydraulics, and other vehicle systems. The engine-generator combination is also referred to as the auxiliary power unit (APU).

The energy storage system uses a 2100 lb. bank of thirty ultra-capacitors to store electrical energy. The capacitor bank is shown in Fig. 4. The capacitor bank is capable of storing 1.6 MJ of energy (20 Farads at 400 Volts). This state-of-the-art technology not only has much longer life than conventional batteries, but also provides exceptional capability to recover energy that would otherwise be lost during braking. The HETB is the largest vehicle ever to use ultra-capacitor energy storage.

Fig. 1 – Hybrid Electric Transit Bus

NASA
C-98-1482

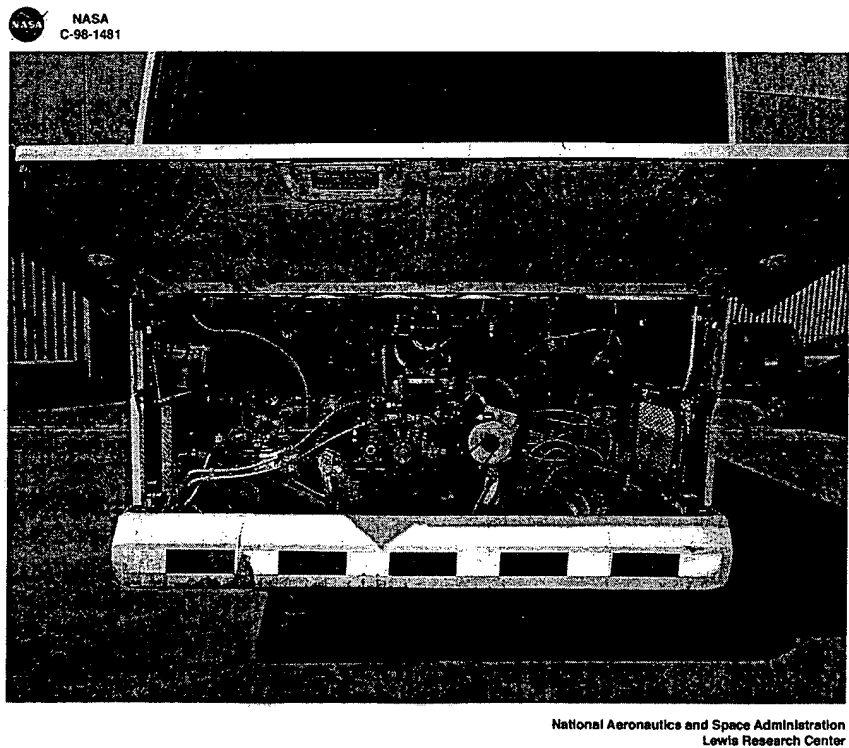National Aeronautics and Space Administration
Lewis Research Center

Fig. 2 – HETB Rear Cradle

NASA
C-98-1481

National Aeronautics and Space Administration
Lewis Research Center

Fig. 3 – HETB Schematic Diagram

SERIES HYBRID SCHEMATIC

Fig. 4 – Ultra-Capacitor
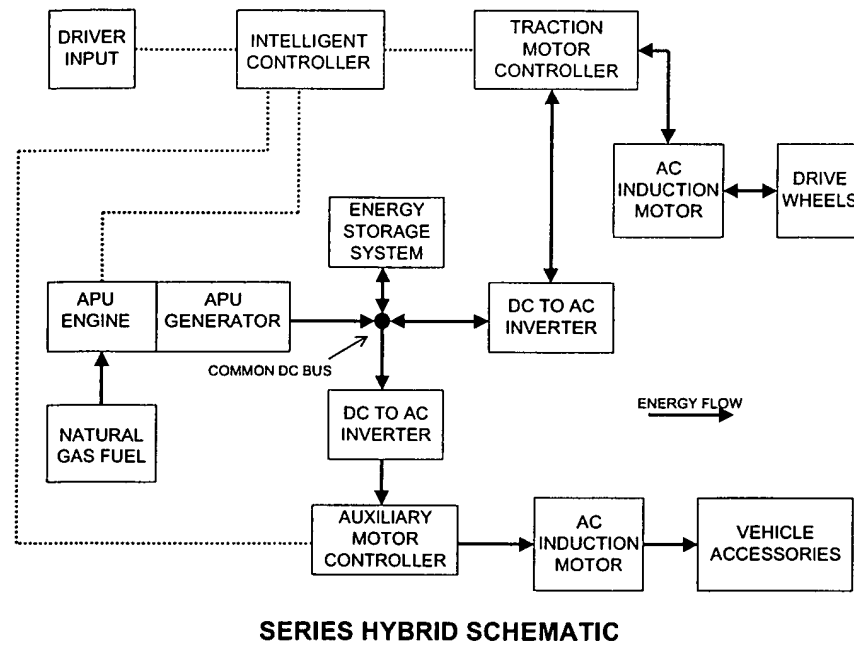
National Aeronautics and Space Administration
Lewis Research Center
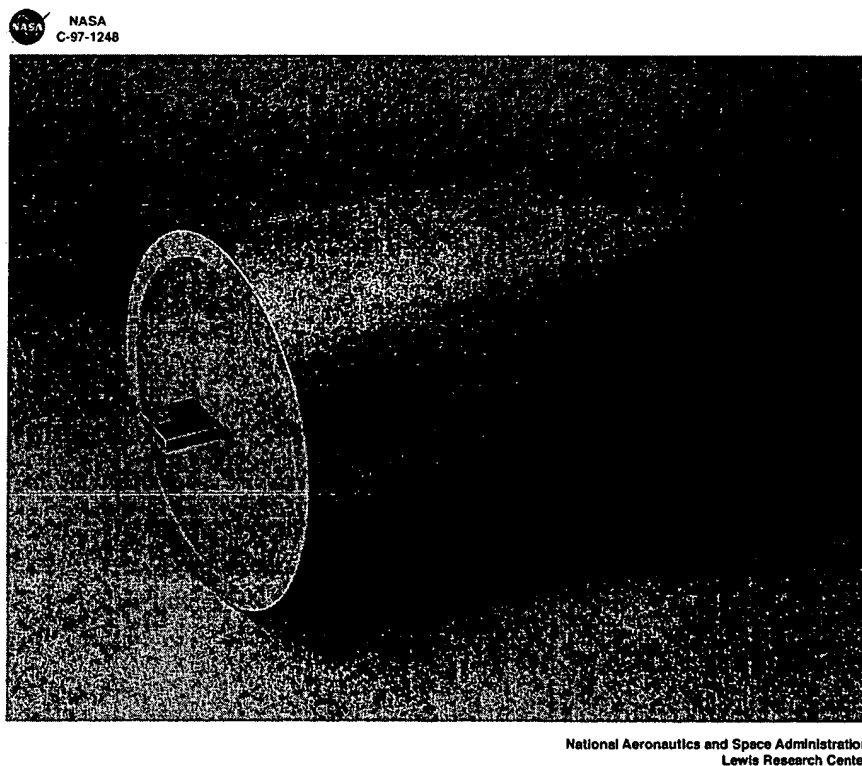
The electric traction motor is a four-quadrant, vector-controlled AC induction motor. Induction motors are very reliable. Vector motor controllers allow for independent and efficient torque control over a wide speed range. This Lincoln Electric motor is designed with a light alloy frame. BGSU-designed the motor's oil cooling system. The motor produces 200 HP but weighs only 350 lb. An auxiliary motor drives the other subsystem loads, such as air and hydraulic pumps.

The power management and data acquisition system consists of a programmable logic controller (PLC), a laptop computer and a communication bus. The PLC sequences the various subsystems at startup and shutdown. The laptop computer controls the operation of the APU in response to the state of discharge of the energy storage system. The laptop PC also acts as an operator interface. Optimizing the state of the energy storage system during the driving cycle allows for full recovery of energy during braking. This enhances vehicle performance. The response to the driver's acceleration and brake controls is similar to a conventional vehicle.

For these tests, the vehicle's APU is rated at 50 kW over a voltage range of 250 V to 360 V. The engine is a 5-cylinder inline, 2.3-liter displacement. It was modified to run on compressed natural gas (CNG). The generator is a 12-pole, wound field machine with 3-phase rectified output. It delivers rated voltage over a speed range of 2100 to 6000 rpm.

The APU controller receives a power setpoint command from the laptop computer. It then determines the optimum engine speed for that power level and moves the engine to that speed. The speed/load curve is programmed into the APU controller to produce power at the point of lowest emissions and greatest fuel economy. The APU controller will shut the APU down under certain fault conditions, such as low oil pressure, high coolant temperature, engine over-speed and high/low voltage.

The choice of the energy storage system and its electrical characteristics strongly influences the control strategy used. Ultra capacitors have several properties that are significantly different from the chemical batteries typically used on electric vehicles.

First, the state of charge of the capacitors may be very accurately determined from the measured terminal voltage. This is a significant advantage over batteries, whose relationship between state of charge and terminal voltage is highly non-linear. Batteries also exhibit hysteresis in their voltage, current and state of charge relationships. Batteries, therefore, require a much more sophisticated control system to manage state of charge.

Another difference between batteries and capacitors is that batteries must be current limited and/or cell voltage limited. This is especially true during the charging cycle, and it becomes critical as the battery approaches a full charge. Near full charge, lead acid and many other chemical batteries cannot accept high currents without plate damage. To prevent loss of battery life, additional controls are required. This further complicates the control system. On the other hand, capacitors can accept very high currents. They approach their voltage limit more slowly and do not experience damage while accepting currents just below full charge.

Batteries do have a much greater energy storage capacity than capacitors. Although the capacitor bank on the HETB is quite large, much of its energy is consumed during a single sustained acceleration.

In order to compare the performance of these two energy storage options, the HETB was temporarily equipped with two series strings of twenty-eight 12 V batteries. These batteries are Optima D750S, 12 V, 50 A-hr deep cycle units. These are sealed, maintenance-free, absorbed glass mat batteries, representing the state-of-the-art in lead acid battery technology.

When the capacitors are used for energy storage, the laptop computer executes a proportional-integral (PI) control algorithm to maintain the capacitor voltage as close as possible to a predetermined setpoint (325-350 V). This is accomplished by varying the power requested from the APU. The control algorithm is described in detail in Appendix F. When batteries are used, an operator manually controls the power requested to the APU from the laptop in order to keep the battery voltage near a setpoint of 336 V.

INSTRUMENTATION

The HETB was instrumented to measure vehicle speed, distance, acceleration, jerk and sound pressure levels. Additional channels measured the APU voltage, as well as the following currents: traction motor, auxiliary motor, energy storage system and generator. Temperatures were measured at the APU, the ultra-capacitors, the rear cradle, traction motor stator, traction motor controller, auxiliary motor stator and the outside ambient temperature. Most of these data were sent to an on-board digital data acquisition system, sampled at 100 Hz and recorded on digital tape. The APU voltage was sampled at 1 Hz and stored on the laptop PC, which was externally synchronized with the data acquisition system. The instrumentation configuration is described in Appendix B.

Power for the data acquisition system, was derived from the vehicle's 12 V starting, lighting and ignition (SLI) battery.

The fuel economy tests were conducted using a small auxiliary tank that was filled with CNG prior to the test. The tank was initially weighed and then installed. Following the test, the tank was weighed again to determine fuel consumption.

TEST PROCEDURES

The tests described in this report were conducted at the Transportation Research Center in East Liberty, Ohio. A description of the track is given in Appendix C. The tests were conducted in accordance with the White Book Technical Specifications for Wheelchair-Accessible 40-Foot Transit Coaches, provided in Appendix D.

TEST RESULTS

Vehicle Performance

Eleven tests were conducted to determine vehicle performance, per Table 1:

Table 1 – Performance Tests Conducted on the Hybrid Electric Transit Bus

Test Number	Energy Storage System Used	Regenerative Braking Used?	Top Vehicle Speed	Driving Cycle
1	Capacitors	No	15 mph	7 CBD cycles, Fuel Economy
2	Capacitors	Yes	15 mph	7 CBD cycles, Fuel Economy
3	Capacitors	No	15 mph	2 CBD cycles
4	Capacitors	Yes	15 mph	2 CBD cycles
5	Batteries	No	15 mph	2 CBD cycles
6	Batteries	Yes	15 mph	2 CBD cycles
7	Batteries	No	20 mph	2 CBD cycles
8	Batteries	Yes	20 mph	2 CBD cycles
9	Batteries	No	35 mph	2 Arterial cycles
10	Batteries	Yes	35 mph	2 Arterial cycles
11	Batteries	No	35 mph	Acceleration test to 35 mph

A similar set of plots have been included in Appendix E for each of the tests:

    a. Vehicle Speed, system voltage,and component currents vs. elapsed time
    b. Vehicle Speed, system voltage,and component powers vs. elapsed time
    c. Component temperatures vs. elapsed time
    d. Vehicle Speed and accleration vs. elapsed time
    e. Vehicle Speed, APU power requested, APU power delivered and APU engine speed vs. elapsed time

A summary of the test results is shown in Table 2 at the end of this section.

During the test period the winds were light. There were no indications that the winds affected the test results.

Maximum Speed

The maximum speed of the vehicle was measured to be 40 mph in first gear during the preliminary checkout. The maximum speed is defined as the average speed that could be maintained on the track under full power. No maximum speed measurement was made in second gear.

Fuel Economy

The fuel economy of the vehicle was determined from the following information:

Air density = 0.0807 lb/scf
Air density relative to fuel = 0.578
Diesel fuel equivalent: 100 scf of CNG = 0.748 gal diesel

$$MPG_{diesel} = \frac{miles}{lb\_CNG\_used} \times \frac{0.0807lb}{scf\_air} \times \frac{0.578scf\_air}{scf\_CNG} \times \frac{100scf\_CNG}{0.748gal\_diesel}$$

Capacitors were used as the energy storage system for the fuel economy tests. Two fuel economy tests were conducted, one with regenerative braking and one without. The CBD driving cycle was used over a four-mile route (28 cycles).

The results of the two fuel economy tests were 3.01 mpg with no regenerative braking and 3.65 mpg with regenerative braking. This translates to an improvement of 21.2% with the use of regenerative braking. These results are compared with a typical diesel vehicle in Fig. 5.

Acceleration

The average acceleration, a_n, of the vehicle is computed as a change in vehicle speed as a function of time.

$$a_n = \frac{v_n - v_{n-1}}{t_n - t_{n-1}}$$

Acceleration times are given in Table 2. As shown in Fig. 6, the HETB traction control system is capable of meeting the White Book acceleration specification up to 35 mph in first gear. This particular test was conducted using the batteries.

Gradeability

The maximum specific grade, in percent, that a vehicle can climb at a particular speed, *v*, was determined from maximum acceleration tests using the equation:

G = 100 tan (sin⁻¹ 0.0455 a_n)

for *v* mph.

Fig. 5

Fuel Economy Comparison - CBD Driving Cycle

Fig. 6

Acceleration to 35 mph vs. White Book Spec
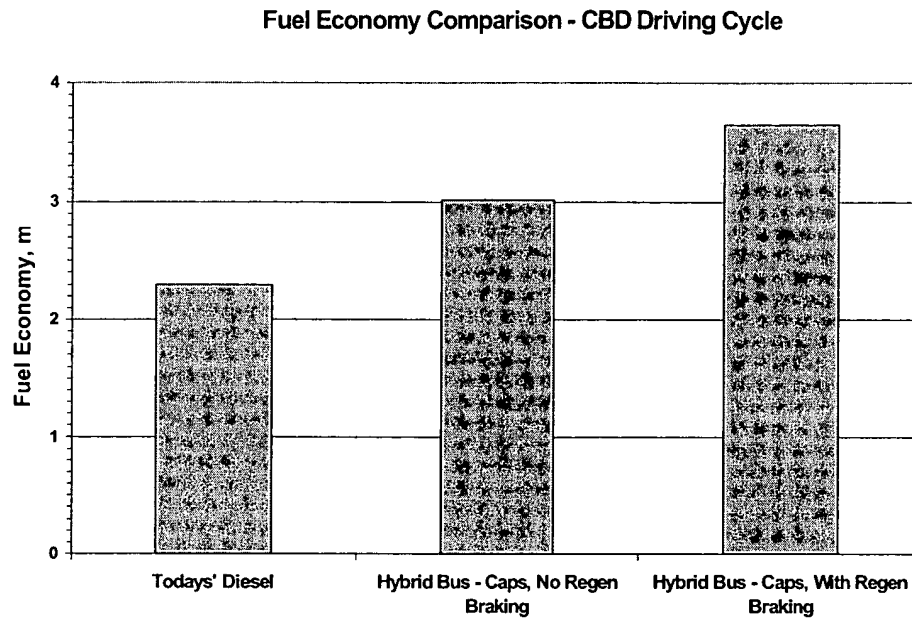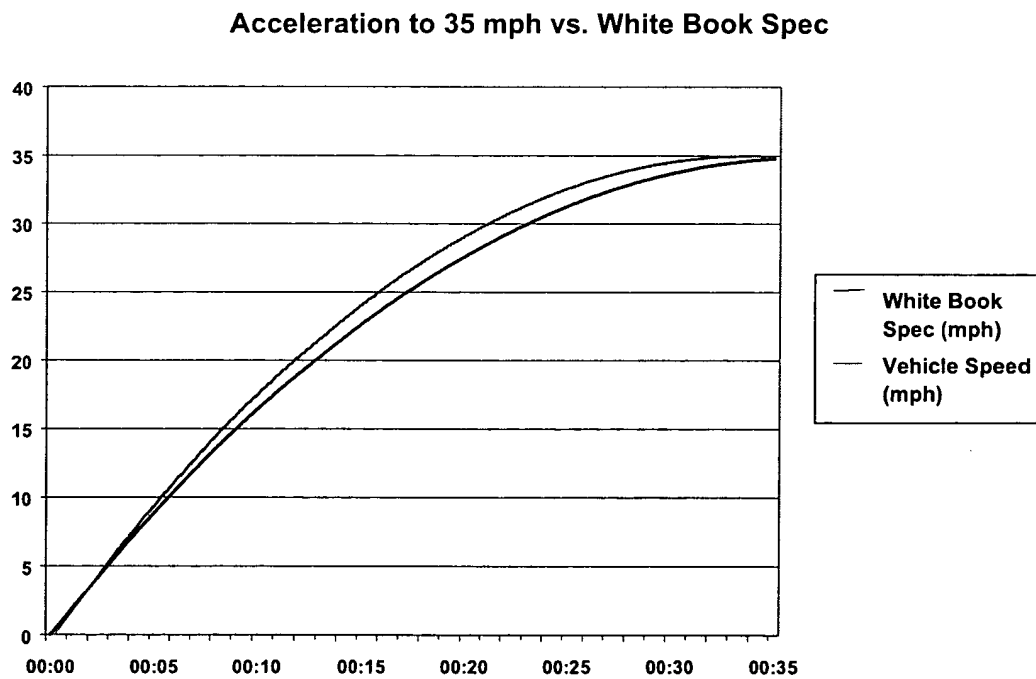
Sound Pressure Level

The sound pressure level of the vehicle was monitored inside the vehicle. The sensor was positioned behind the driver at ear level, or 45 inches above the floor. For a one-mile (7-cycle) CBD test with capacitor energy storage and regenerative braking, the maximum sound pressure level was 73 dBA and the average sound level was 40 dBA., as shown in Fig. 7. The sound level is highest during and just after acceleration, when the APU and drive train are providing maximum power output. The sound level is much lower when the vehicle is idle.

Range

The range of the vehicle was determined from the fuel economy data. The vehicle has three CNG fuel tanks. Each tank holds 2683 scf of CNG at 3600 psi. The total fuel weight for a fully-fueled vehicle is 375.5 lb.

Without regenerative braking, the fuel economy is 2.0675 lb/min. This yields a range of 181.6 miles. With regenerative braking, the fuel economy is 1.705 lb/min. This yields a range of 220.0 miles.

Braking

Identical tests were conducted, both with and without regenerative braking, to determine its effectiveness. It appears that regenerative braking is more effective with capacitors. The benefits of regenerative braking with batteries are highly dependent on the state of charge of the batteries.

From an initial speed of 15.4 mph, the regenerative braking distance with capacitors was 103 feet, and the braking time was 10 seconds. The regenerative braking distance with batteries was 157 feet, and the braking time was 14 seconds. These results are plotted in Fig. 8.

Regenerative braking alone is sufficient to stop the vehicle in a Central Business District test using capacitors. A combination of regenerative and mechanical braking is required for batteries.

Summary

An overall summary of the vehicle testing is shown in Table 2.

Fig. 7

Caps, CBD Fuel Economy, 15 mph, Regen Braking
Sound Pressure Level

Legend:
- Veh Speed (mph)
- Sound Level (dBA)
- 75 dBA Max
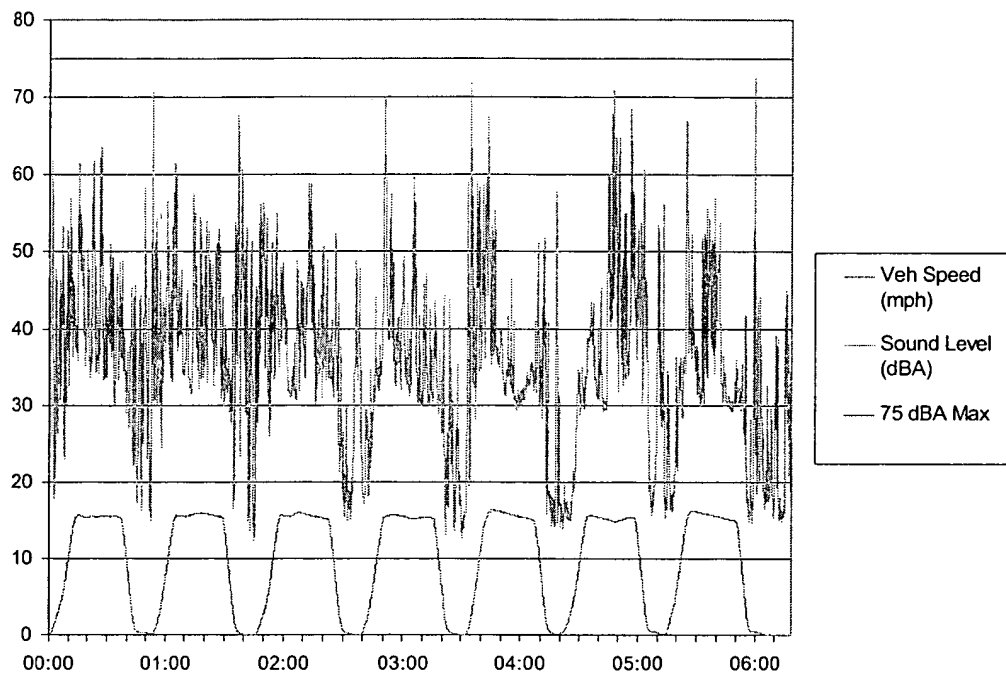
Fig. 8

Regen Braking Performance, Caps vs. Batteries
Stop From 15.4 mph

Legend:
- Veh Speed*10 - Caps (mph)
- Veh Speed*10 - Batts (mph)
- Distance - Caps (ft)
- Distance - Batts (ft)
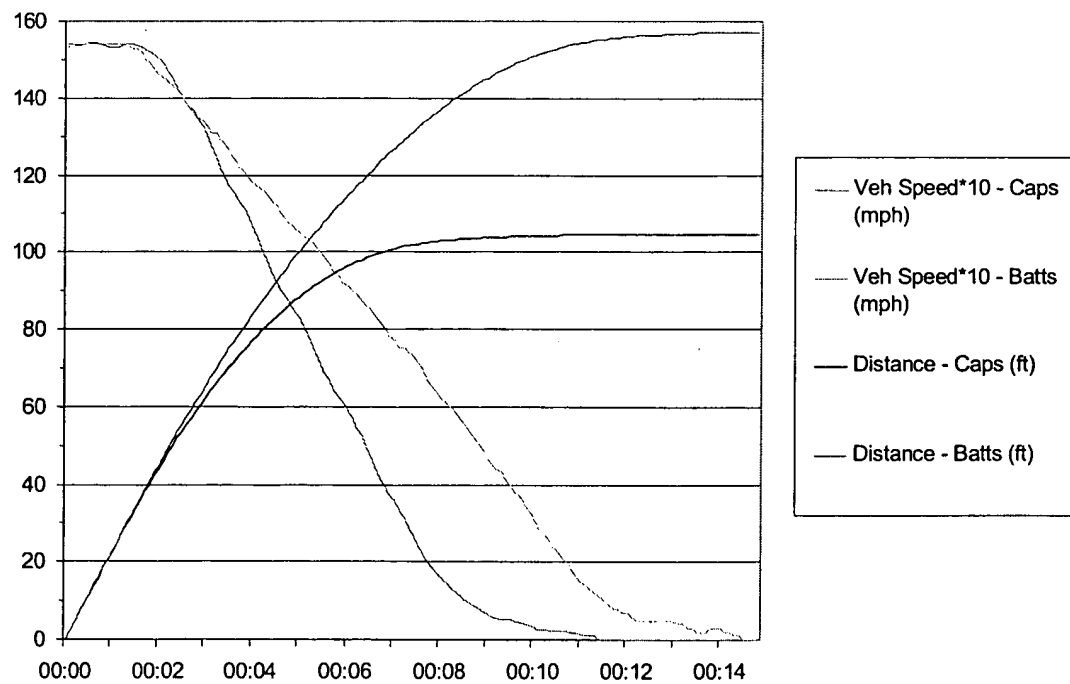
Table 2 – Summary of Test Results for the Hybrid Electric Transit Bus

Parameter	Configuration	Test Results	Remarks
Fuel Economy	Capacitors, No Regen Br ----- Capacitors, With Regen Br	3.01 mpg diesel ----- 3.65 mpg diesel	4 miles CBD, (28 cycles) @ 15 mph
Top Speed	Batteries	40 mph	Limited by maximum motor speed in first gear
Acceleration Times			
10 mph	Capacitors ----- Batteries	8 sec ----- 6 sec	
15 mph	Capacitors ----- Batteries	11 sec ----- 9 sec	
20 mph	Batteries	12 sec	
30 mph	Batteries	22 sec	
35 mph	Batteries	35 sec	
Average Acceleration	Capacitors ----- Batteries	0.062 g ----- 0.076 g	0-15 mph
Maximum Acceleration Jerk	Capacitors ----- Batteries	0.04 g/s ----- 0.06 g/s	0-15 mph
Maximum Deceleration Jerk	Capacitors ----- Batteries	-0.06 g/s ----- -0.03 g/s	With Regenerative Braking
Gradeability	Capacitors ----- Batteries	2.77 % ----- 3.39 %	At 15 mph
Sound Level	Capacitors	73 dBA max ----- 40 dBA avg	1 mile CBD, (7 cycles) @ 15 mph
Range	Capacitors, No Regen Br ----- Capacitors, With Regen Br	181.6 miles ----- 220.2 miles	2683scf CNG @ 3600 psi
Regenerative Braking Distance	Capacitors ---- Batteries	103 ft ----- 157 ft	From 15.4 mph No mechanical braking used
Regenerative Braking Time	Capacitors ----- Batteries	10 sec ----- 14 sec	From 15.4 mph No mechanical braking used

CONCLUDING REMARKS

The HETB as tested and described in this report is a proof-of-concept prototype with several known limitations. A conventional bus, fully loaded with passengers, has a weight of around 33,000 lb. The HETB had a measured weight of 37,600 lb. This extra weight, mostly attributed to having redundant energy storage systems, had a significant impact on vehicle performance. The size and weight of commercially available capacitors limited the amount of capacitance that could be installed. The APU was designed for use with lead acid batteries, not optimized for capacitors. Also its 39 kW maximum output power was known to be insufficient.

It was difficult to accelerate the vehicle to above 20 mph on capacitors. However, the data suggest that raising the total capacitance and the APU output power is all that is required to match the performance of the battery energy storage system. Under battery power, the drive train performed very well in terms of acceleration and top speed in first gear.

The test results did clearly demonstrate that capacitors are superior to batteries in delivering load currents to the traction motor when accelerating. They are also better at accepting regenerative braking currents, allowing for less usage of the mechanical brakes. The project team believes that the advantages of capacitors warrant further development efforts.

Future plans for the HETB call for the replacement of the present APU with a turbine driven APU, increasing the capacitor energy storage bank while reducing its present weight and volume, redesigning the gearbox with integrated hydraulic circuits and developing a fully integrated power management and control system.

REFERENCES

1. "Baseline Advanced Design Transit Coach Specifications", Department of Transportation, 1978.

2. Viterna, L.A., "Hybrid Electric Transit Bus", NASA Technical Memorandum 113176, October, 1997.

APPENDIX A

VEHICLE SUMMARY DATA SHEET

1.0 Vehicle Manufacturer	FIxible, Inc., Delaware, OH
2.0 Vehicle	FIxible Metro Model 40102 Conversion
3.0 Vehicle Configuration	Series Hybrid with Regenerative Braking

4.0 Traction Motor

4.1 Traction Motor Configuration	3-phase Induction
4.2 Traction Motor Horsepower	200 HP
4.3 Traction Motor Speed Range	0-10000 rpm
4.4 Traction Motor Cooling	Liquid cooled

5.0 Drivetrain

5.1 Transmission Type	2 speed manual
5.2 Gear Ratios	7.6 to 1 First Gear, 4.8 to 1 Second Gear
5.3 Axle Ratio	4.7 to 1
5.4 Final Drive Ratio	35.5 to 1 First Gear, 22.4 to 1 Second Gear

6.0 Auxiliary Power Unit (APU)

6.1 Engine Configuration	5-cylinder In-line
6.2 Engine Displacement	2.3 liter
6.3 Engine Horsepower	90 HP
6.4 Engine Speed Range	2100 to 4500 rpm
6.5 Engine Fuel	Compressed Natural Gas (CNG)
6.6 Generator Type	12 Pole, 3-phase, Wound Field
6.7 Generator Power	50 kW
6.8 Generator Voltage	250 to 360 VDC

7.0 Vehicle Dimensions

7.1 Wheel Base	299 in (7.59 m)
7.2 Length	40 ft, 8.4 in (12.41 m)
7.3 Track	85.66 in (2.18 m) front, 76.50 in (1.94) rear
7.4 Width	102 in (2.59 m)
7.5 Height	121.25 in (3.08 m)
7.6 Base Curb Weight	26054 lb (11814 kg)
7.7 Total Weight (as tested)	37600 lb (17055 kg)
7.8 Fuel Capacity	8050 scf total @ 3600 psig max

8.0 Accessories
   8.1 Auxiliary Motor Configuration   3-phase Induction
   8.2 Auxiliary Motor Horsepower   25 HP
   8.3 APU Fan Motor Configuration   3-phase Induction
   8.4 APH Fan Motor Horsepower   3 HP
   8.5 Accessory and APU Motor Cooling   Totally Enclosed Air Cooling

9.0 Energy Storage

   9.1 Capacitors

       9.1.1 Configuration   Bank of 30 ultra-capacitors
                                  (15 legs of two capacitors in series)
       9.1.2 Capacitance   2.5 F each, 18.75 F total
       9.1.3 Energy Rating   50 kJ each, 1.6 MJ total
       9.1.4 Voltage Rating   200 V each
       9.1.5 Dimensions   9 in (229 mm) diameter x
                                  12 in (305 mm) length
       9.1.6 Weight   70.5 lb (32 kg) each,
                                  2115 lb (959 kg) total

   9.2 Batteries

       9.2.1 Configuration   Two banks of 28 batteries each
       9.2.2 Energy Rating   180 kJ each, 5.04 MJ per bank
       9.2.3 Voltage Rating   12 V each, 336 V per bank
       9.2.4 Dimensions   10.0 in (254 mm) x
                                  6.8 in (173 mm) x
                                  7.9 in (200 mm)
       9.2.5 Weight   45 lb (20.4 kg) each,
                                  2520 lb (1143 kg) total (both banks)

APPENDIX B

DESCRIPTION OF THE INSTRUMENTATION SYSTEM

A block diagram of the HETB instrumentation system is shown in Fig. B-1.

The APU has an integral instrumentation system that monitors APU output voltage, output current, engine speed, coolant temperature and oil pressure. These data are sampled at 1 Hz and transmitted to the laptop PC via a controller area network (CAN) interface. The PC logs the APU data. A type J thermocouple was mounted on the APU to monitor its temperature.

All other measurements were obtained with a MegaDAC data acquisition system, sampling at 100 Hz. Type J thermocouples were used for all temperature measurements. Hall effect transducers were used for all current measurements. A fifth wheel installed on the back of the HETB provided vehicle speed and distance measurements. These data were sent to a calibrated speedometer for the driver, as well as to the data acquisition system. An accelerometer mounted near the vehicle's center of mass provided the acceleration and jerk data. A sound pressure level sensor was positioned behind the driver's seat at ear level, 45 inches from the floor. The laptop PC was externally synchronized with the data acquisition system.

Fig. B-1

HETB INSTRUMENTATION SYSTEM
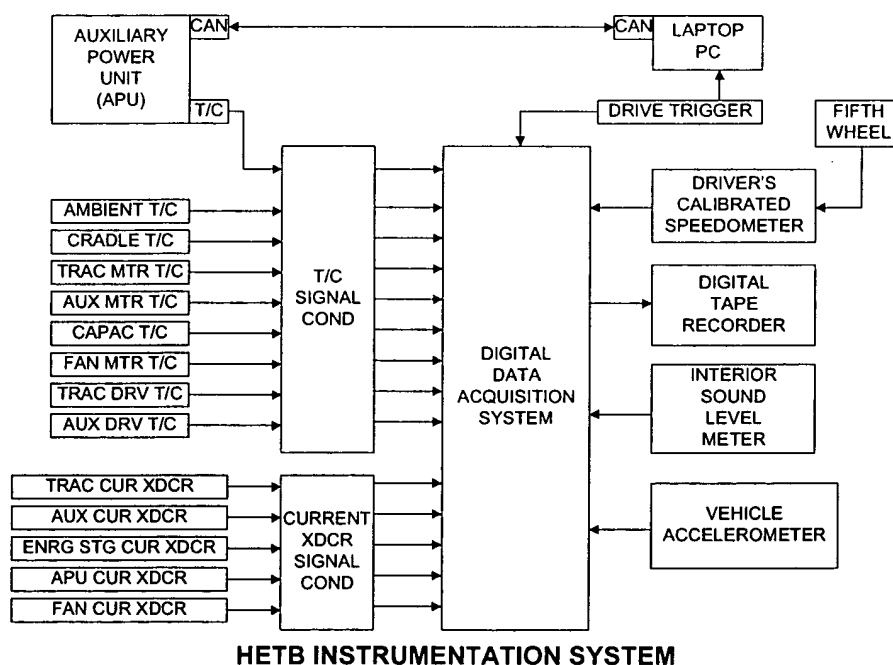
APPENDIX C

DESCRIPTION OF VEHICLE TEST TRACK

The track used to conduct the tests described in this report is the Transportation Research Center, located in East Liberty, Ohio. A facility map is shown in Fig. C-1.

Preliminary tests were conducted on the skid pad. This concrete broomed track is a four-mile loop. The skid pad is shown in Fig. C-2.

Tests documented in this report were conducted on Lane 1 of the 7.5-mile test track. This lane is concrete with ten degree banking on the turns. This track is shown in Fig. C-3.
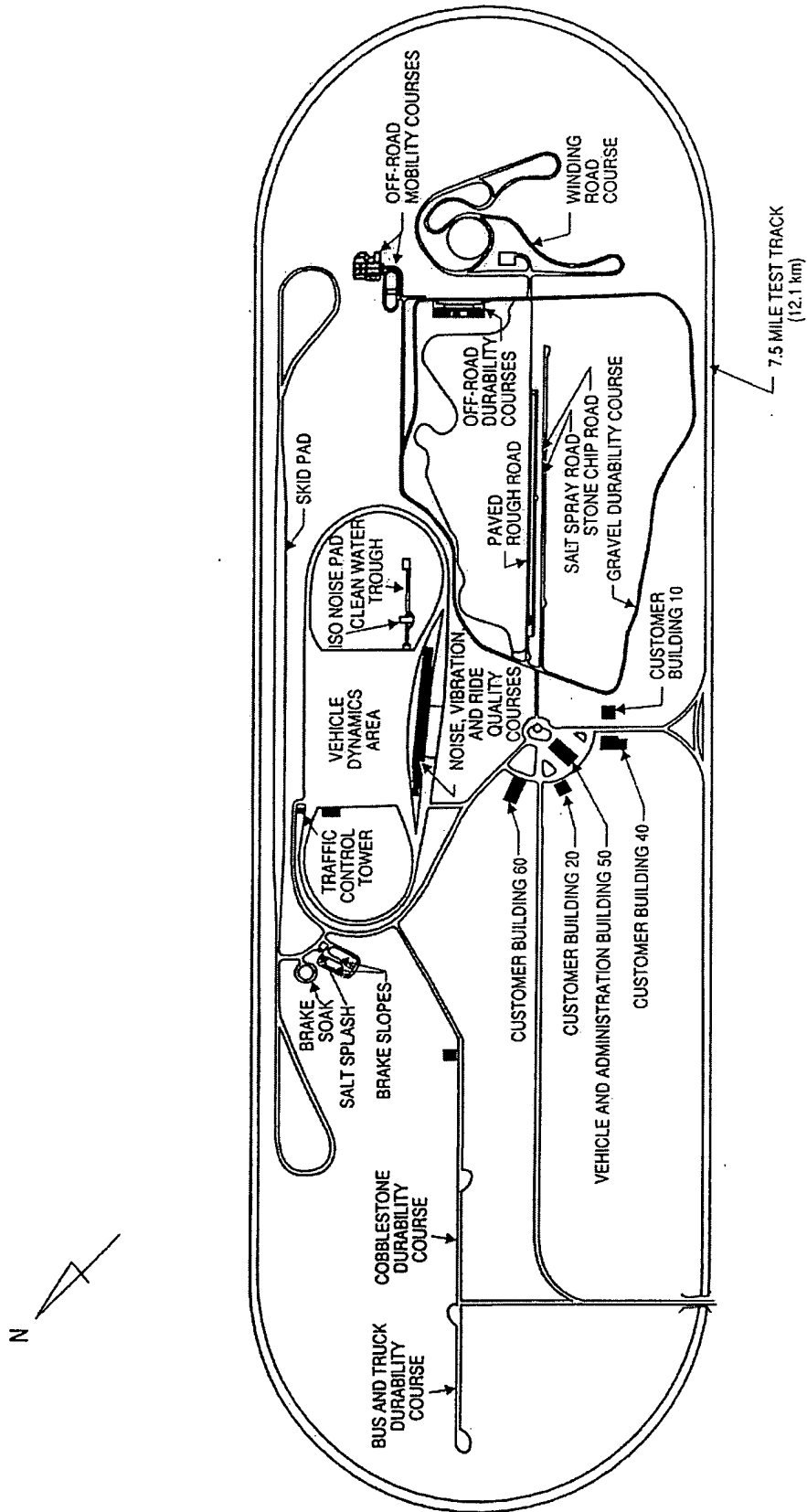
TEST FACILITY DETAIL

NOT TO SCALE

N

OFF-ROAD MOBILITY COURSES

WINDING ROAD COURSE

7.5 MILE TEST TRACK (12.1 km)

SKID PAD

OFF-ROAD DURABILITY COURSES

PAVED ROUGH ROAD

SALT SPRAY ROAD STONE CHIP ROAD

GRAVEL DURABILITY COURSE

CUSTOMER BUILDING 10

ISO NOISE PAD CLEAN WATER TROUGH

VEHICLE DYNAMICS AREA

NOISE, VIBRATION AND RIDE QUALITY COURSES

TRAFFIC CONTROL TOWER

CUSTOMER BUILDING 60

CUSTOMER BUILDING 20

VEHICLE AND ADMINISTRATION BUILDING 50

CUSTOMER BUILDING 40

BRAKE SOAK

SALT SPLASH

BRAKE SLOPES

COBBLESTONE DURABILITY COURSE

BUS AND TRUCK DURABILITY COURSE

SKID PAD

ALL CONCRETE BROOMED SURFACE
1 LAP = APPROXIMATELY 4 MILES (6.4 KILOMETERS)

9000 ft / 2743 m
6300 ft / 1920 m
3600 ft / 1097 m
635 ft / 194 m
350 ft / 107 m

SPRINKLER SYSTEM

84 ft (26 m) wide

Each lane is 12 ft (4 m) wide.

309 ft r / 94 m
2700 ft / 823 m

16 ft (5 m) wide lane
14% or 25% super-elevation
Neutral speed 34 mph (55 kph)

309 ft r (94 m)
3300 ft / 1006 m

ENTRANCE/EXIT

16 ft (5 m) wide lane
14% or 25% super-elevation
Neutral speed 34 mph (55 kph)

LANE 7 GVW = 8000 lbs (3629 kgs)
GVW = 80,000 LBS (36,298 kgs)

Not to scale
All dimensions are approximate

TEST PAD SURFACES
1 - PCC POLISHED WET
2 - PCC SMOOTH TROWELLED WET
3 - PCC PCC COURSE BROOMED DRY

HIGH SPEED BRAKING AREA

BUMPS

NOTE: BUMP COURSES PARALLEL THE PERIMETERS OF LANES 1 AND 7.

PLAN VIEW OF 7 1/2-MILE TRACK

GVW = 80,000 LBS (36,298 kgs)

2400 ft RADIUS TURN

N

ALL TRAFFIC FLOW

ELEVATIONS

Point A .... 1105.857 ft .... 337.873 m
Point B .... 1067.000 ft .... 326.000 m
Point C .... 1086.429 ft .... 331.937 m
Point D .... 1086.429 ft .... 331.937 m
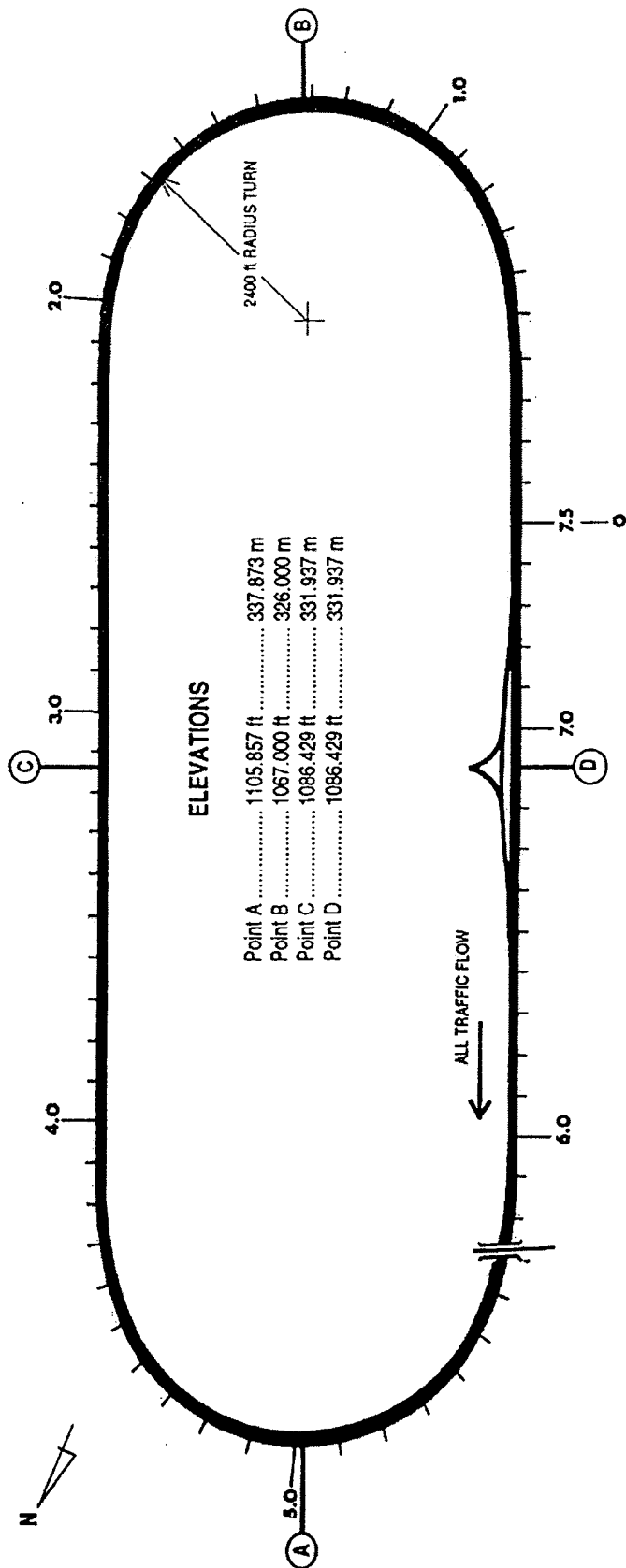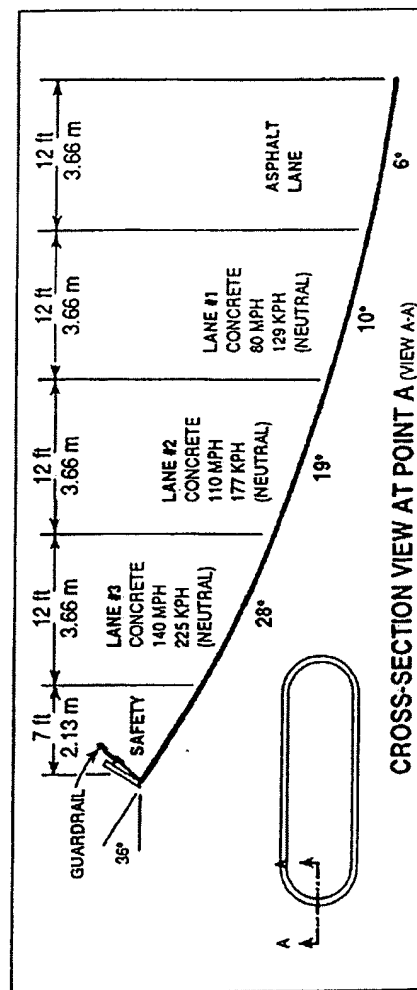
DISTANCES

Lane 3 .... 7.539 mi .... 12.133 km
Lane 2 .... 7.521 mi .... 12.104 km
Lane 1 .... 7.507 mi .... 12.081 km

Point A to Point B ...... 3.333 mi .... 5.364 km
Point C to Point D ...... .947 mi .... 1.524 km

NOT TO SCALE

CROSS-SECTION VIEW AT POINT A (VIEW A-A)

GUARDRAIL

7 ft
2.13 m
SAFETY

36°

12 ft
3.66 m
LANE #3
CONCRETE
140 MPH
225 KPH
(NEUTRAL)
28°

12 ft
3.66 m
LANE #2
CONCRETE
110 MPH
177 KPH
(NEUTRAL)
19°

12 ft
3.66 m
LANE #1
CONCRETE
80 MPH
129 KPH
(NEUTRAL)
10°

12 ft
3.66 m

12 ft
3.66 m
ASPHALT
LANE
6°

A

7.5-MILE TEST TRACK

APPENDIX D

DESCRIPTION OF TEST CYCLES

Testing of the HETB was based on the Department of Transportation Transit Bus White Book Specification (reference 1). The test matrix shown in table D-1 was derived from the White Book. The transit bus operating duty cycle is shown in Table D-2. The Central Business District (CBD) cycle of two miles with seven stops per mile and a top speed of 20 mph is shown in Fig. D-1. The Arterial Route Cycle of two miles with two stops per mile and a top speed of 40 mph is shown in Fig. D-2. The tests were actually run with top speeds of 15 mph and 35 mph, respectively. The minimum acceleration curve from the White Book is shown in Fig. D-3.

Table D-1 Hybrid Electric Transit Bus Test Matrix

PARAMETER	CAP & APU REGEN	CAP & APU NO REGEN	BAT & APU REGEN	BAT & APU NO REGEN
Central Business District Cycle (20 mph max, 15 mph max as run).	Y	Y	Y	Y
Arterial Route Cycle (40 mph max , 35 mph max as run)	N	N	Y	Y
Top Speed (60 mph min with all accessories operating).	N	N	Y	Y
Gradeability (34 mph on a 2.5% grade, 7 mph on a 12% grade with all accessories operating).	Y	Y	Y	Y
Acceleration (0.06 g average between 0 and 15 mph).	Y	Y	Y	Y
Jerk (0.3 g max, accelerating and decelerating).	Y	Y	Y	Y
Sound Level (Central Business District Cycle)	Y	Y	Y	Y
Sound Level (Constant 20 mph).	Y	Y	Y	Y
Fuel Economy (Central Business District - see below).	Y	Y	N	N

Table D-2 Transit Coach Design Operating Duty Cycle

PHASE	STOPS	TOP SPEED (MPH)	MILES	ACC DIST (FT)	ACC TIME (SEC)	CRUISE DIST (FT)	CRUISE TIME (SEC)	DEC RATE (FT/S/S)	DEC DIST (FT)	DEC TIME (SEC)	DWELL TIME (SEC)	CYC TIME (M-S)	TOT STOPS
CBD	7	20	2	155	10	540	18.5	6.78	60	4.5	7	9-20	14
IDLE												5-0	
ART	2	40	2	1035	29	1350	22.5	6.78	255	9	7	4-30	4
CBD	7	20	2	155	10	510	18.5	6.78	60	4.5	7	9-20	14
ART	2	40	2	1035	35	1350	22.5	6.78	255	9	7	4-30	4
CBD	7	20	2	155	10	510	18.5	6.78	60	4.5	7	9-20	14
COMM	1/PH	55	4	5500	90	15140	188	6.78	480	12	20	5-10	1
TOTAL			14									47-10	51

Fig. D-1

Central Business District Phase

Fig. D-2

Arterial Phase

Fig. D-3

Minimum Acceleration
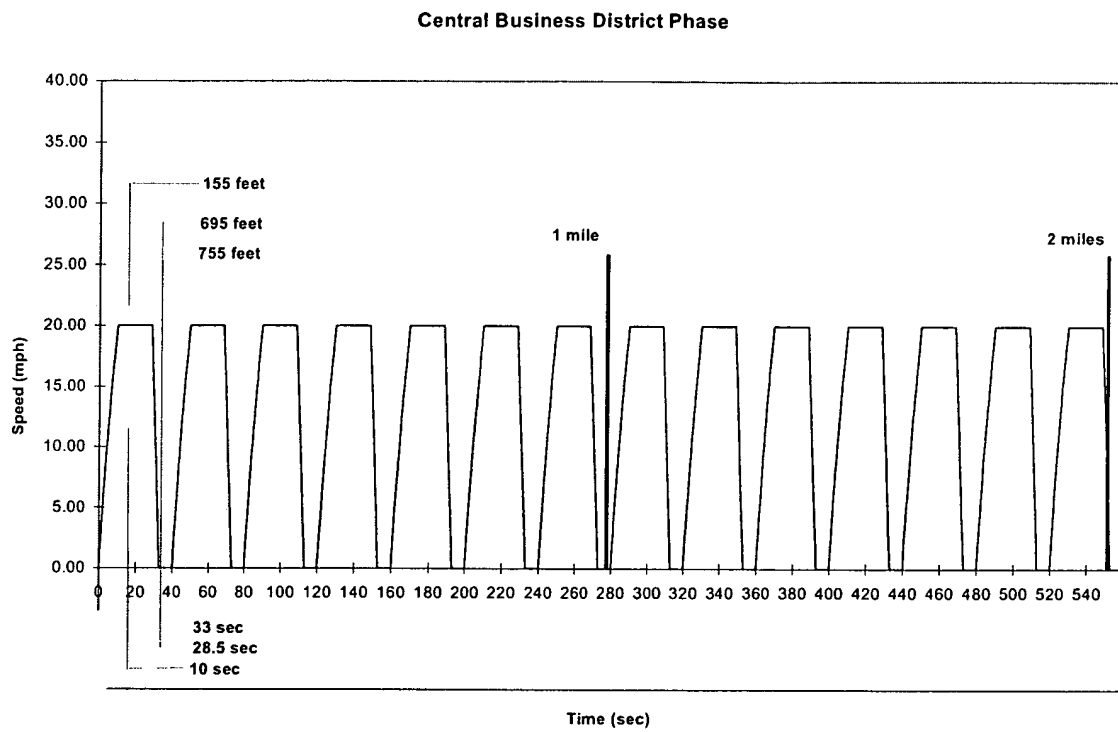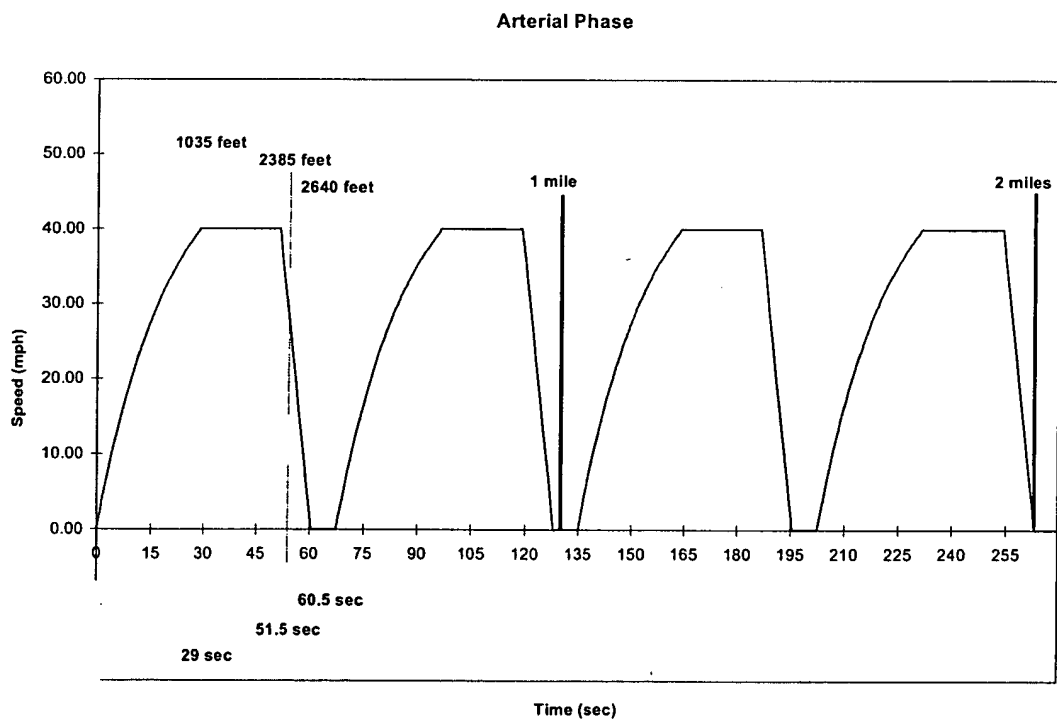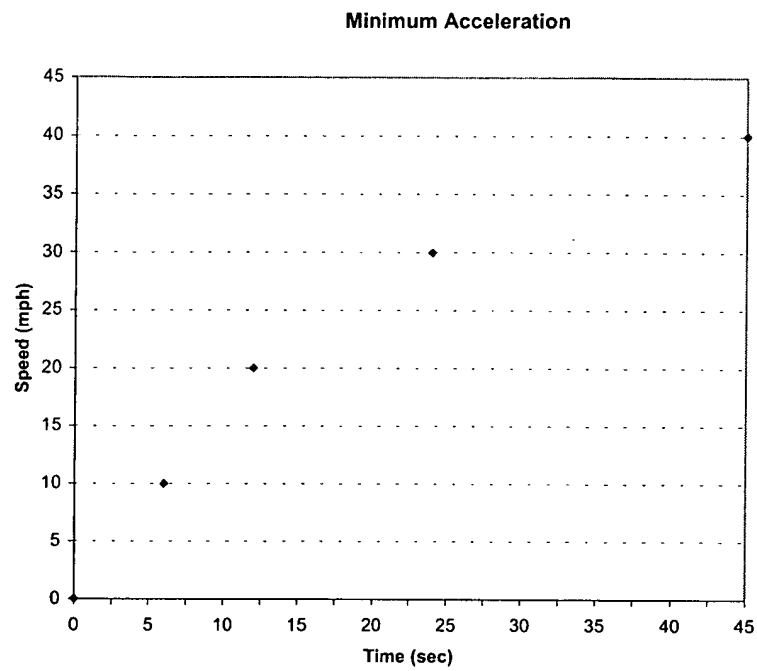
APPENDIX E

VEHICLE PERFORMANCE TEST RESULTS

A complete set of plots of the test results are included here. Table 1 identifies the tests that were conducted.

Test 1: Caps, CBD Fuel Economy, 15 mph, No Regen Braking
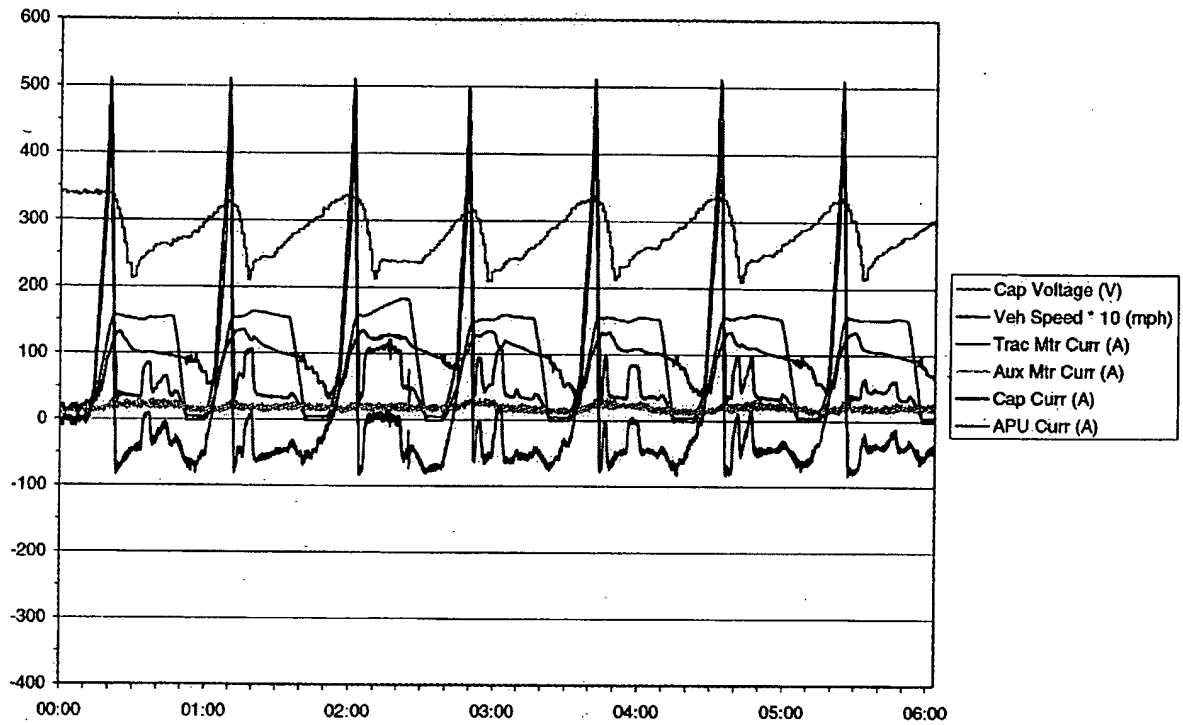
Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Cap Curr (A)
- APU Curr (A)

Test 1: Caps, CBD Fuel Economy, 15 mph, No Regen Braking

Legend:
- Cap Voltage/10 (V)
- Veh Speed (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Cap Pwr (kW)
- APU Pwr (kW)

Test 1: Caps, CBD Fuel Economy, 15 mph, No RegenBraking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- Cap Temp (F)
- APU Temp (F)
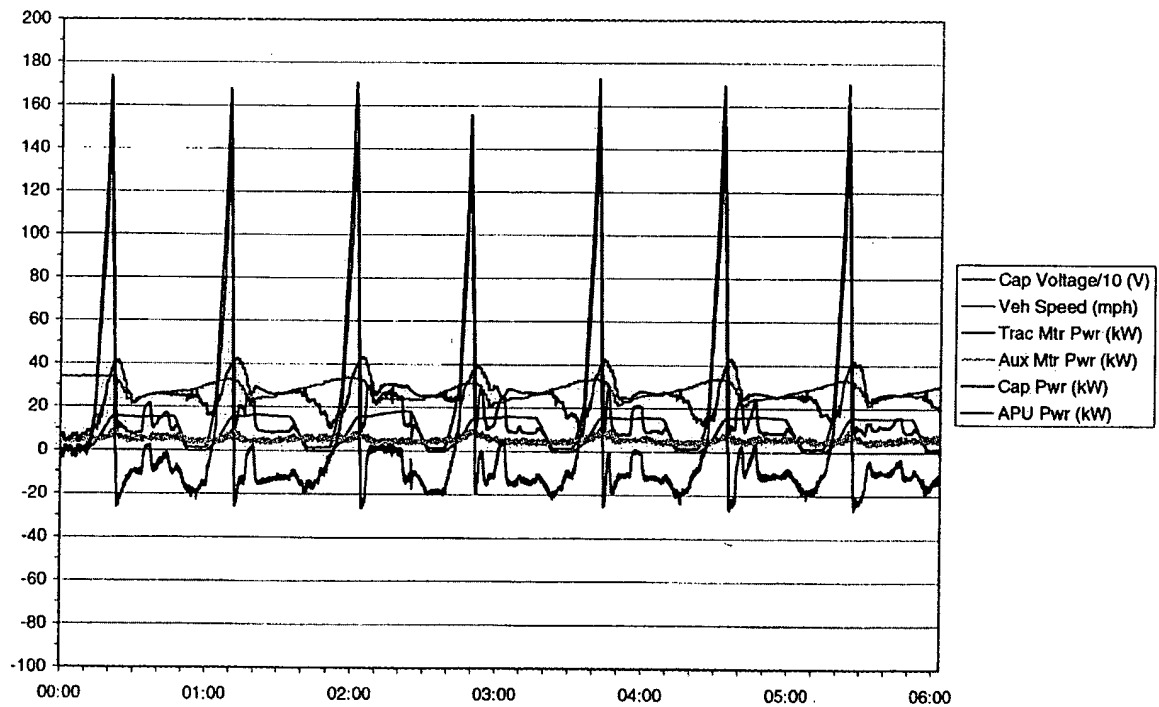
Test 1: Caps, CBD Fuel Economy, 15 mph, No Regen Braking
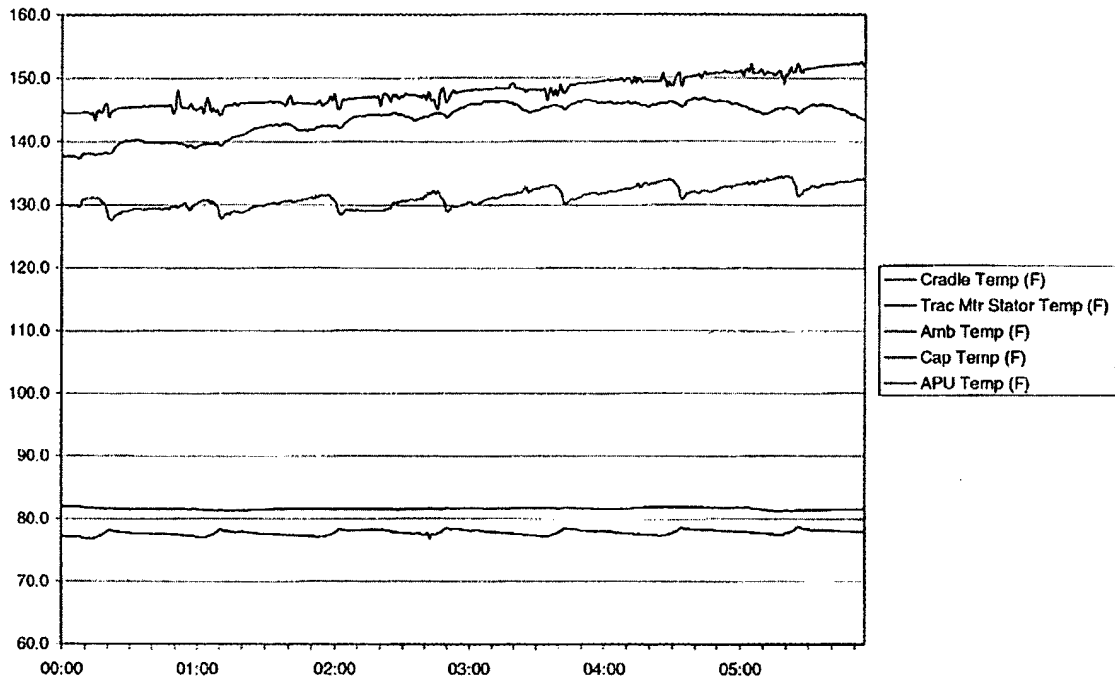
Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 1: Capacitors, CBD Fuel Economy, 15 mph, No Regen Braking
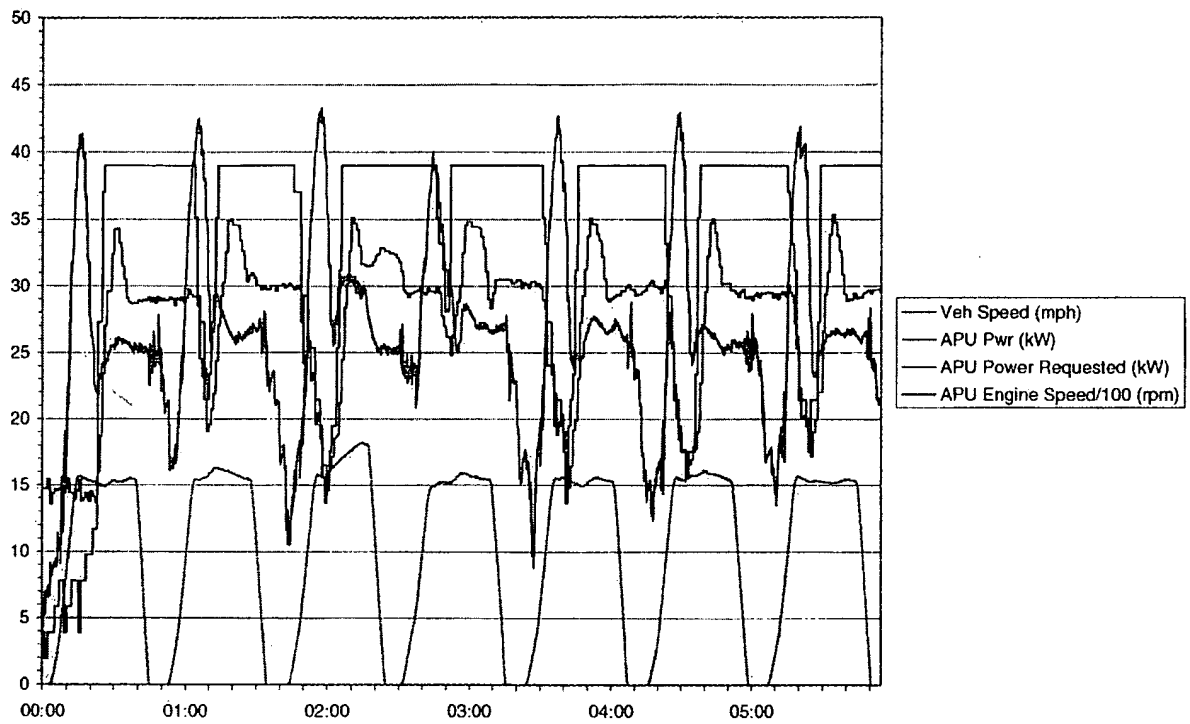
Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 2: Capacitors, CBD Fuel Economy, 15 mph, Regen Braking

Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Cap Curr (A)
- APU Curr (A)

Test 2: Caps, CBD Fuel Economy , 15 mph, Regen Braking

Legend:
- Cap Voltage/10 (V)
- Veh Speed (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Cap Pwr (kW)
- APU Pwr (kW)

Test 2: Caps, CBD Fuel Economy , 15 mph, Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- Cap Temp (F)
- APU Temp (F)

Test 2: Caps, CBD Fuel Economy , 15 mph, Regen Braking
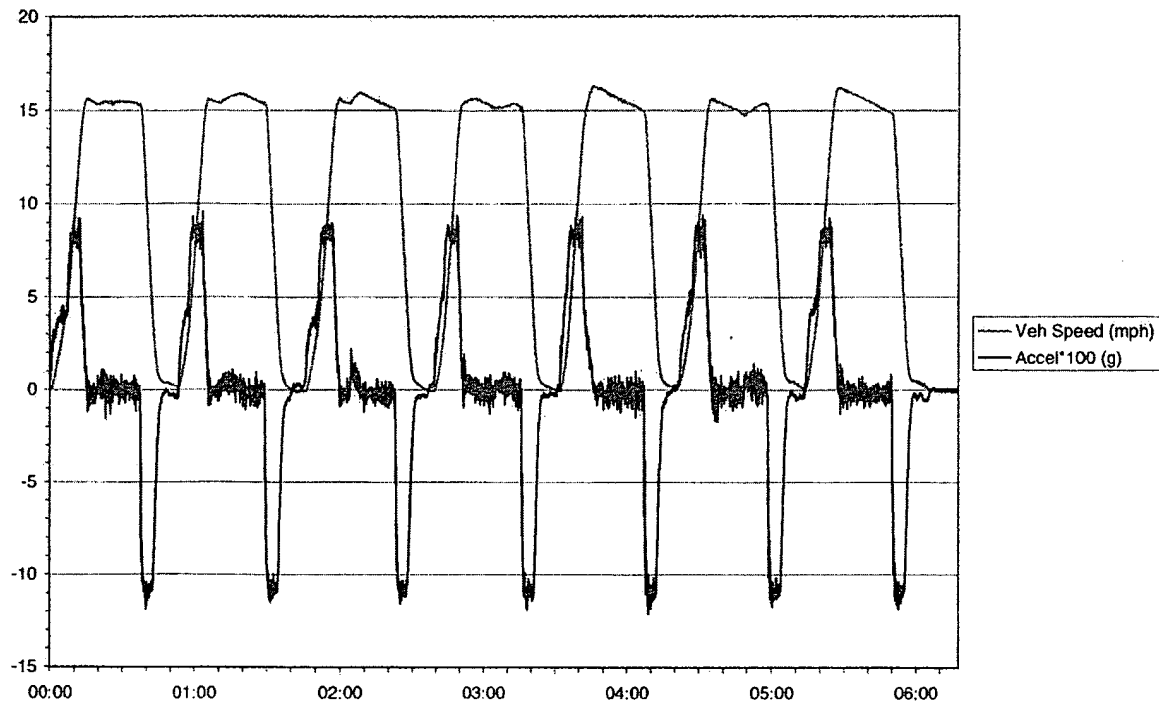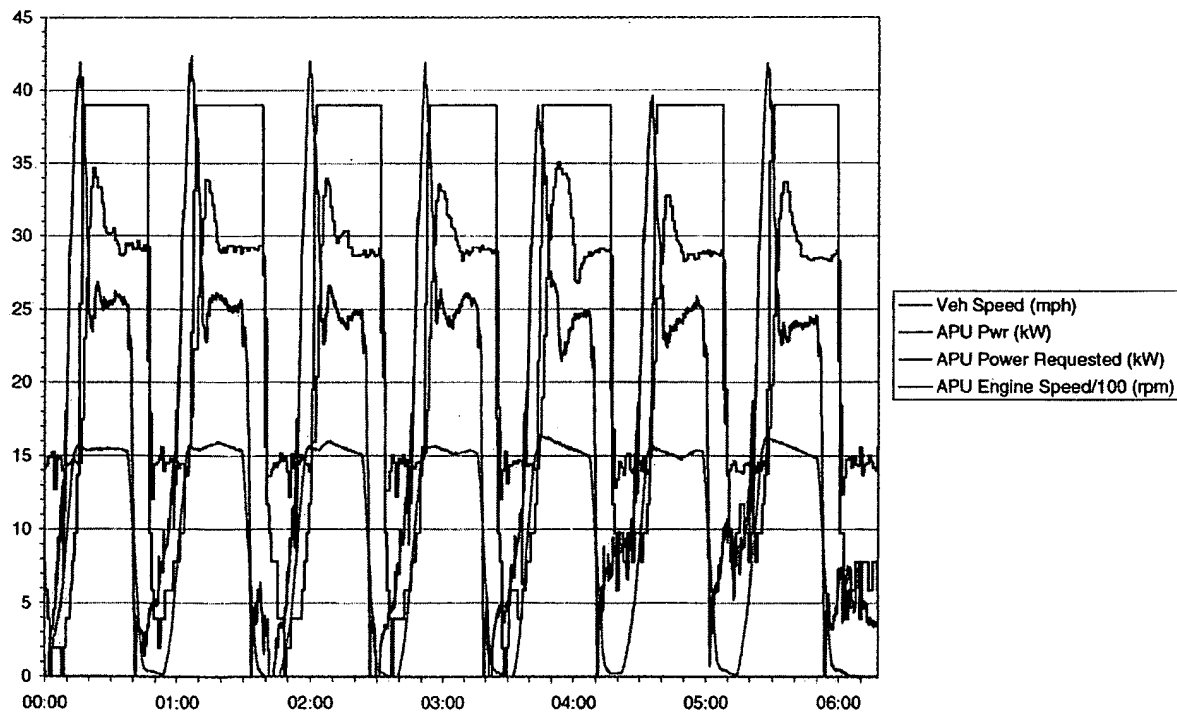
Test 2: Capacitors, CBD Fuel Economy, 15 mph, Regen Braking

Test 3: Caps, 0-15 mph, No Regen Braking

Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Cap Curr (A)
- APU Curr (A)

Test 3: Caps, 0-15 mph, No Regen Braking

Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Cap Pwr (kW)
- APU Pwr (kW)

Test 3: Caps, 0-15 mph, No RegenBraking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- Cap Temp (F)
- APU Temp (F)

Test 3: Caps, 0-15 mph, No Regen Braking
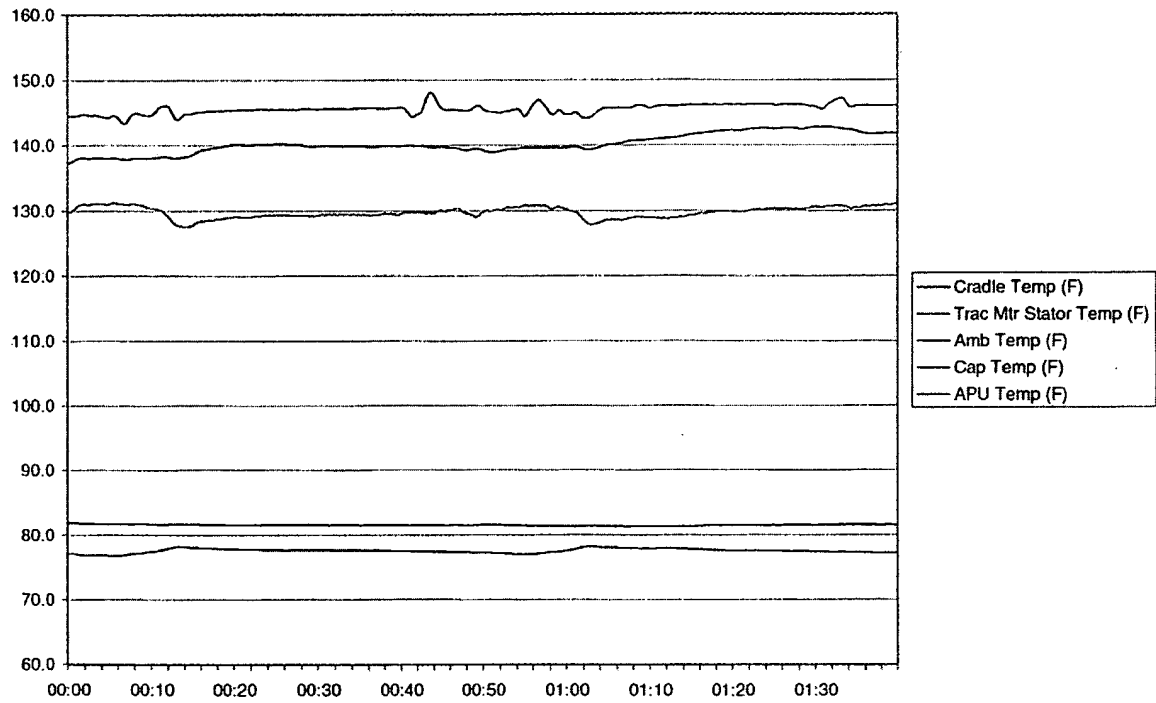
Legend:
- Veh Speed (mph)
- Accel*100 (g)
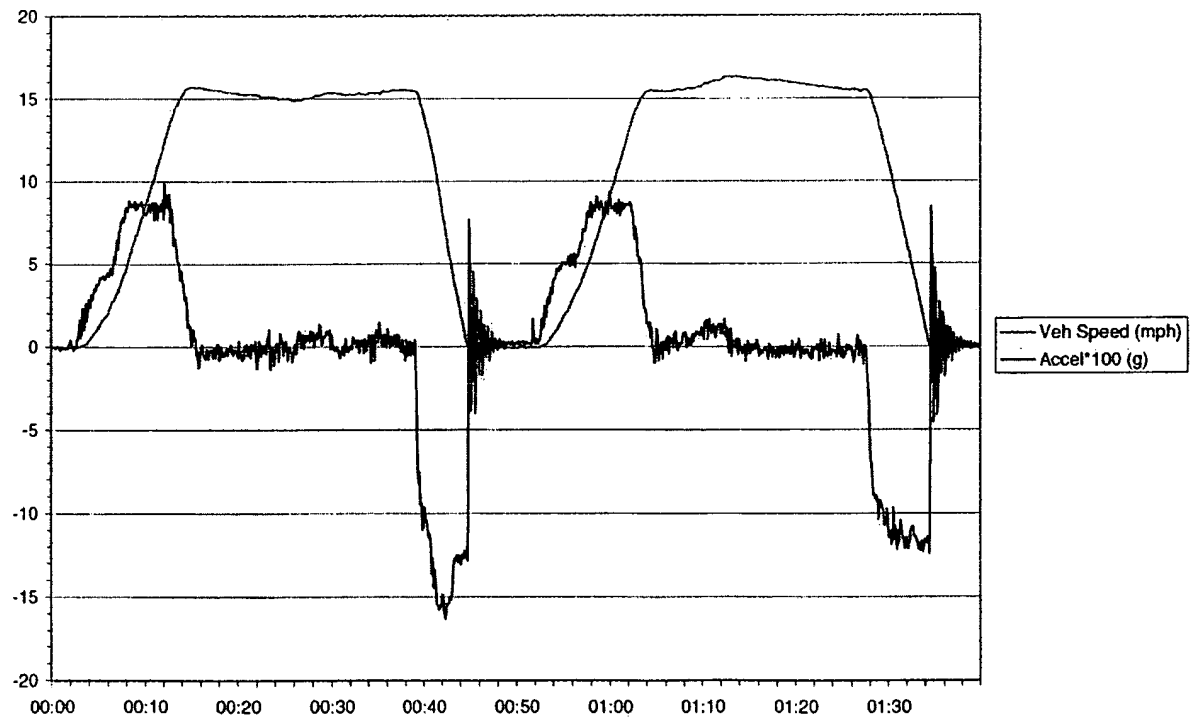
Test 3: Capacitors, 0-15 mph, No Regen Braking
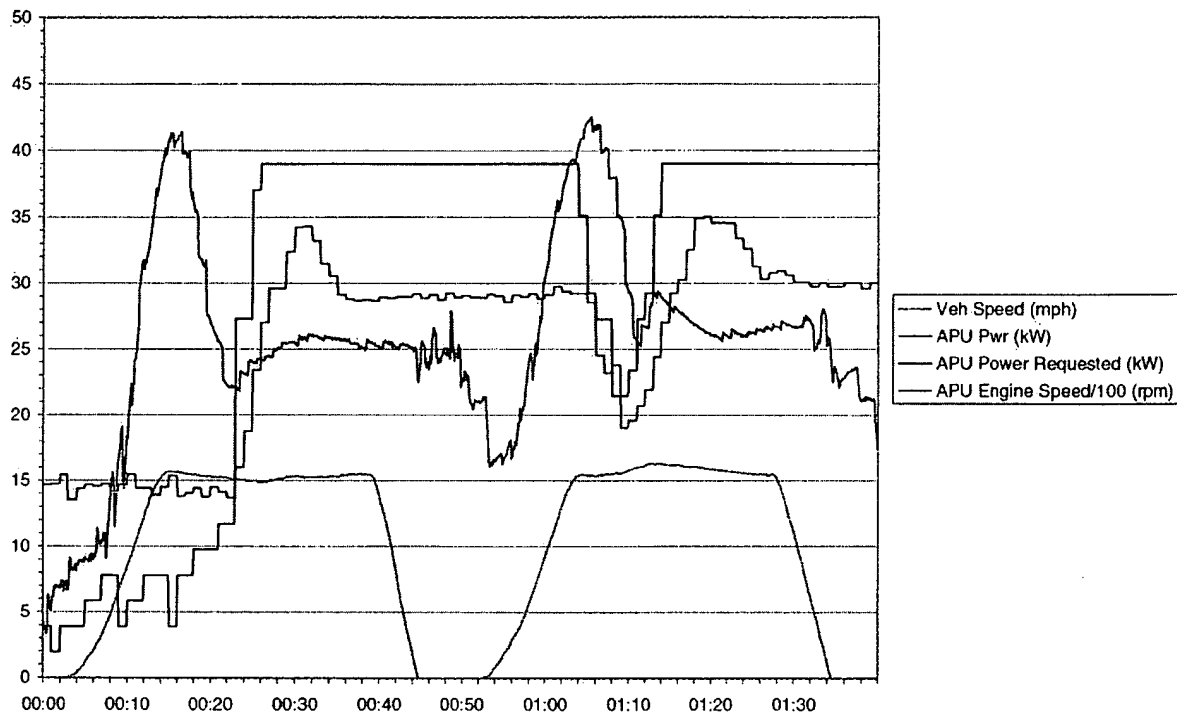
Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 4: Capacitors, 0-15 mph, Regen Braking

Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Cap Curr (A)
- APU Curr (A)

Test 4: Caps, 0-15 mph, Regen Braking

Legend:
- Cap Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Cap Pwr (kW)
- APU Pwr (kW)

Test 4: Caps, 0-15 mph, Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- Cap Temp (F)
- APU Temp (F)

Test 4: Caps, 0-15 mph, Regen Braking
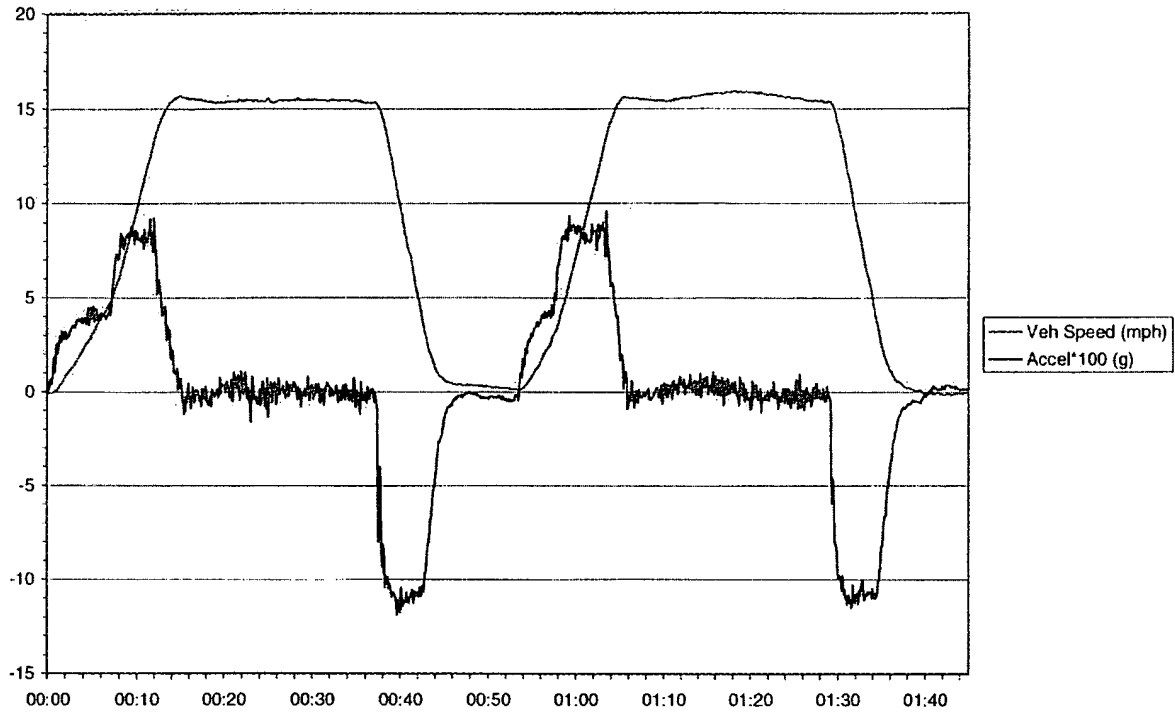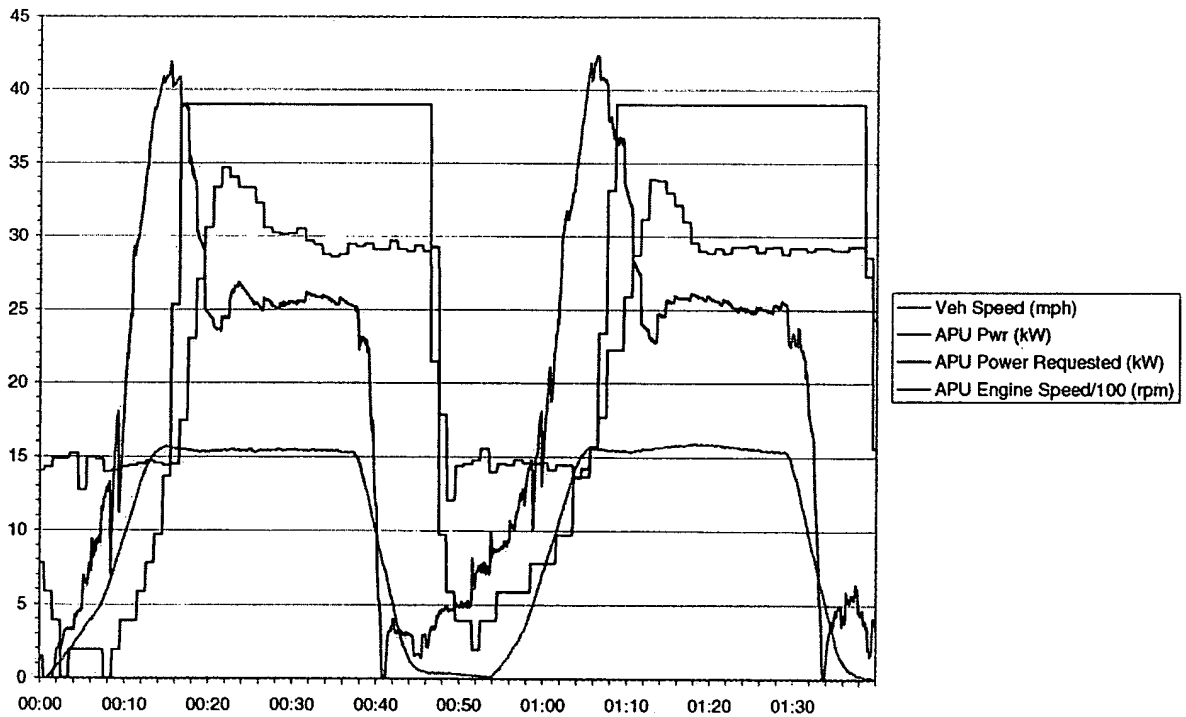
Test 4: Capacitors, 0-15 mph, Regen Braking

Test 5: Batteries, 0-15 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 5: Batteries, 0-15 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 5: Batteries, 0-15 mph, No Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 5: Batteries, 0-15 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 5: Batteries, 0-15 mph, No Regen Braking

- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 6: Batteries, 0-15 mph, Regen Braking

- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 6: Batteries, 0-15 mph, Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 6: Batteries, 0-15 mph, Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 6: Batteries, 0-15 mph, Regen Braking

Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 6: Batteries, 0-15 mph, Regen Braking

Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 7: Batteries, 0-20 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 7: Batteries, 0-20 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 7: Batteries, 0-20 mph, No Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 7: Batteries, 0-20 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 7: Batteries, 0-20 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 8: Batteries, 0-20 mph, Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 8: Batteries, 0-20 mph, Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 8: Batteries, 0-20 mph, Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 8: Batteries, 0-20 mph, Regen Braking

Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 8: Batteries 0-20 mph, Regen Braking

Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 9: Batteries, 0-35 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 9: Batteries, 0-35 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 9: Batteries, 0-35 mph, No Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 9: Batteries, 0-35 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- Accel'100 (g)

Test 9: Batteries, Arterial, 35 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

Test 10: Batteries, Arterial, 35 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 10: Batteries, Arterial, 35 mph, No Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 10: Batteries, Arterial, 35 mph, No Regen Braking

Legend:
- Cradle Temp (F)
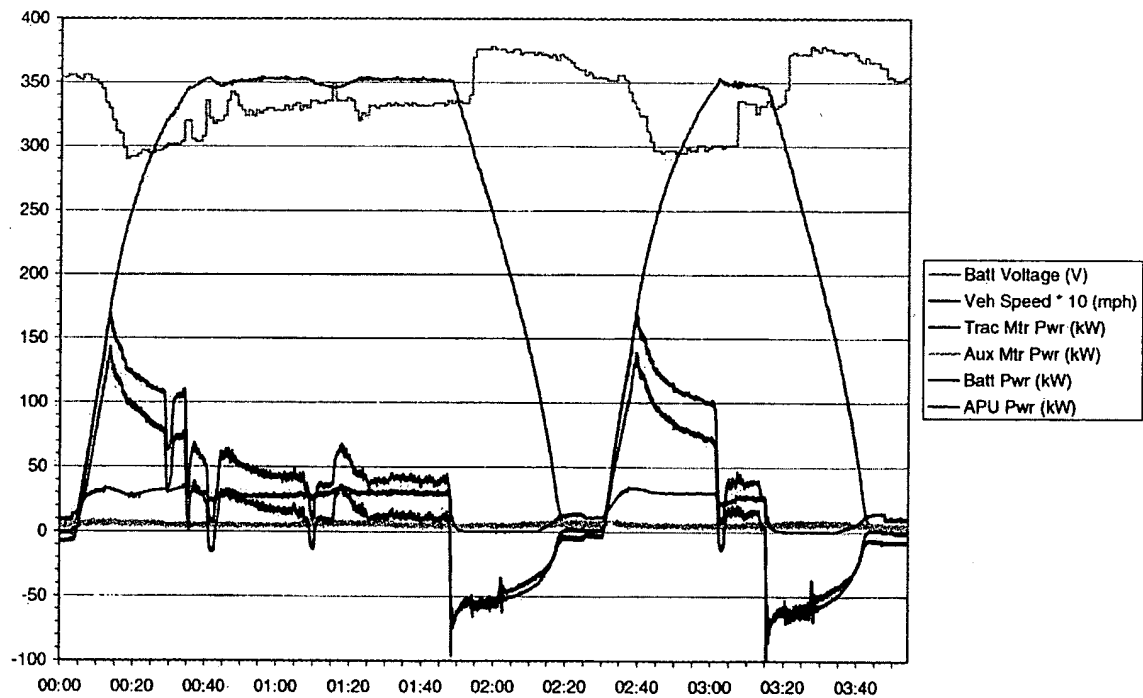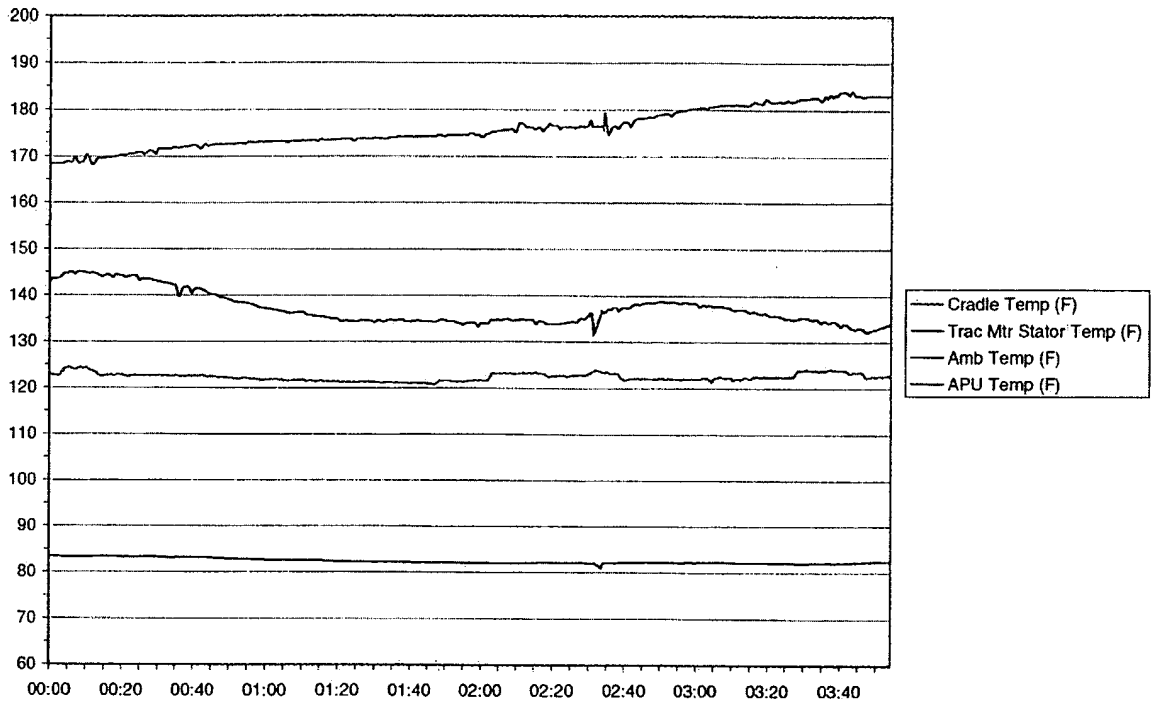- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 10: Batteries, Arterial, 35 mph, No Regen Braking
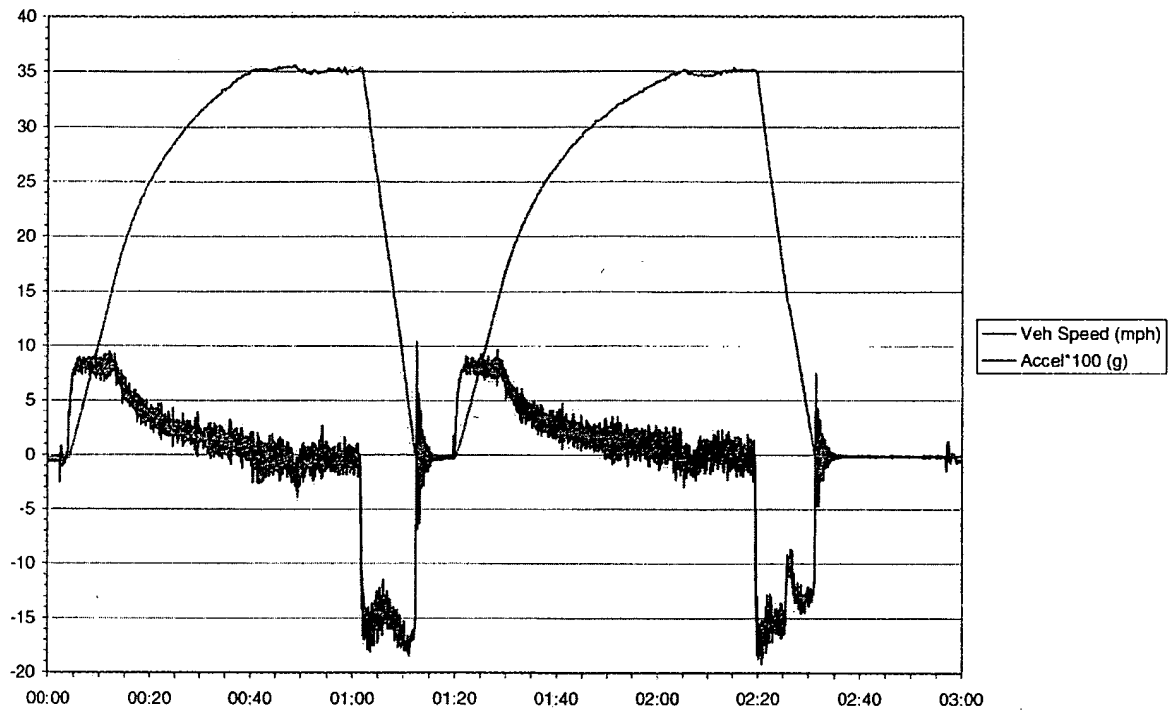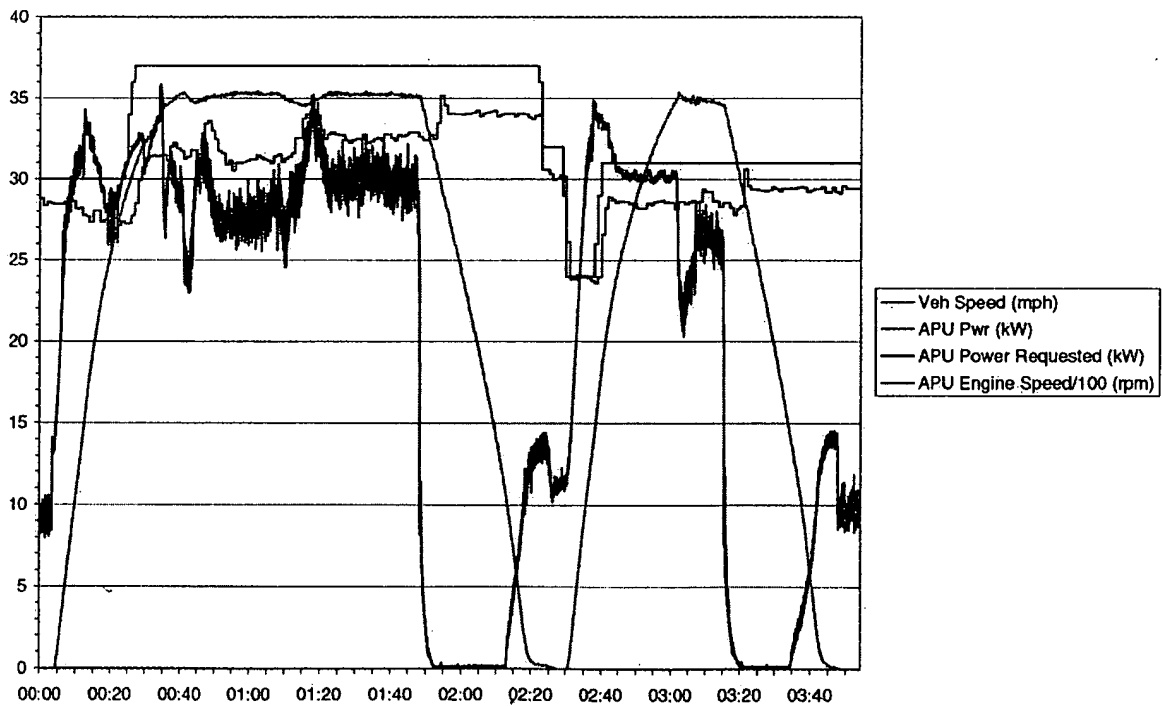
Test 10: Batteries, Arterial, 35 mph, Regen Braking
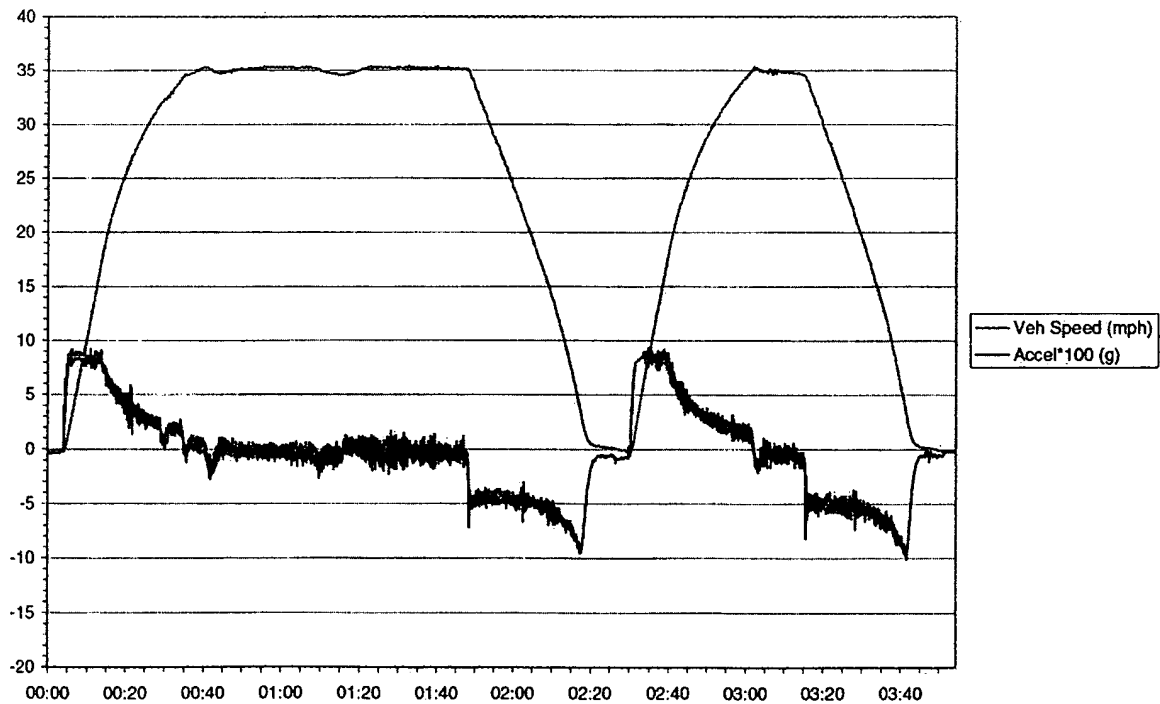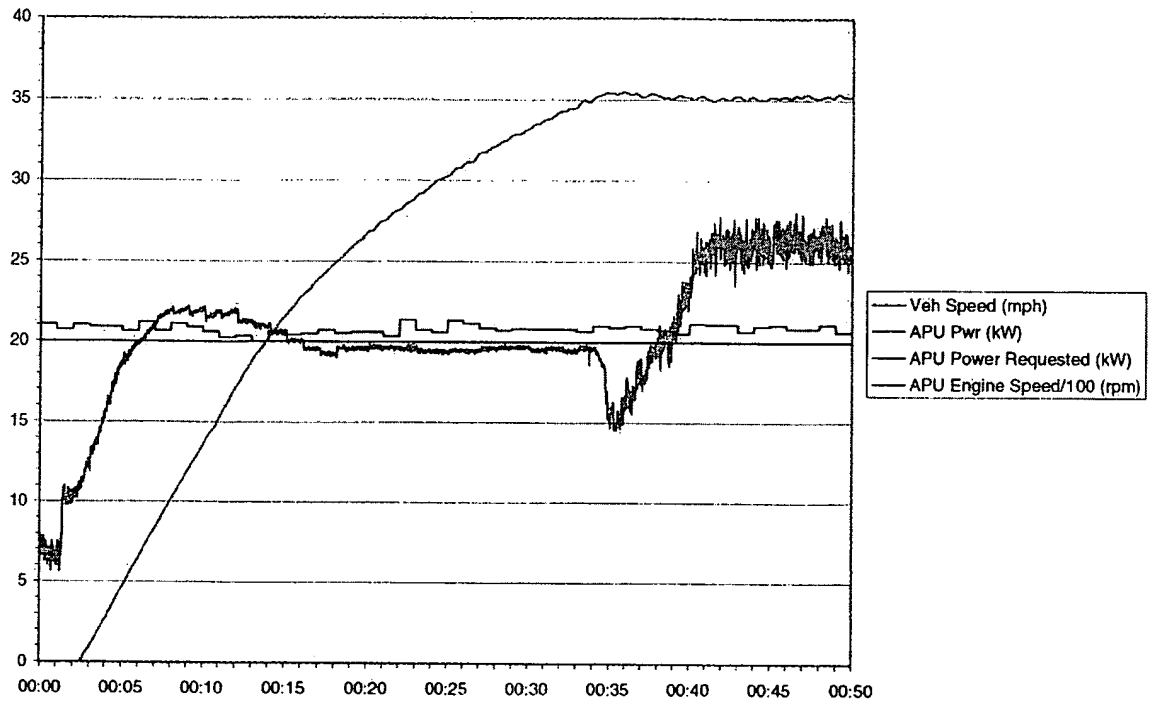
Test 11: Batteries, Arterial, 35 mph, Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Curr (A)
- Aux Mtr Curr (A)
- Batt Curr (A)
- APU Curr (A)

Test 11: Batteries, Arterial, 35 mph, Regen Braking

Legend:
- Batt Voltage (V)
- Veh Speed * 10 (mph)
- Trac Mtr Pwr (kW)
- Aux Mtr Pwr (kW)
- Batt Pwr (kW)
- APU Pwr (kW)

Test 11: Batteries, Arterial, 35 mph, Regen Braking

Legend:
- Cradle Temp (F)
- Trac Mtr Stator Temp (F)
- Amb Temp (F)
- APU Temp (F)

Test 11: Batteries, Arterial, 35 mph, Regen Braking

Legend:
- Veh Speed (mph)
- Accel*100 (g)

Test 11: Batteries, 0-35 mph, No Regen Braking

Legend:
- Veh Speed (mph)
- APU Pwr (kW)
- APU Power Requested (kW)
- APU Engine Speed/100 (rpm)

APPENDIX F

DESCRIPTION OF CONTROL ALGORITHM FOR THE
CAPACITOR ENERGY STORAGE SYSTEM

The capacitor energy storage system is controlled using proportional-integral (PI) control. The capacitor voltage is the control variable. It is acquired once per second from the APU by the laptop PC. The output variable is the APU power requested. The laptop and APU controller communicate via a controller area network (CAN) interface.

Basic Control Algorithm

At time t=k,

1. Acquire capacitor voltage, $V_{cap}(k)$, from the APU.
2. Calculate the normalized error at time k, e(k), by comparing the capacitor voltage to the desired setpoint voltage, V_{sp}. That is, $e(k) = (V_{sp} - V_{cap}) / V_{max}$, where V_{max} is the maximum full scale system voltage, taken to be 400 V. The normalized error is also saved as e(k-1) for the next calculation. The setpoint used for testing was 325 V.
3. Compute the output variable at time k, P(K), with PI compensation, with the equation $P(k) = bP(k-1) + K_c [(1+b)/(1+a)] [e(k) - ae(k-1)]$, where K_c is the controller gain, a is the reset time coefficient (0 < a < 1) and b is the integration constant (b = 0 or 1). The values used during the testing were K_c = 1.5 kW/V, a = 0.95123 and b =1. These parameters were determined from the response characteristics of the APU and the sampling rate of 1 Hz. The output variable is saved for use as P(k-1) in the next calculation.
4. Limit P(k) between 0 and the maximum output APU power, which is 39 kW, and submit the power request to the APU via CAN.
5. Repeat steps 1-4 for time T = k+1, k+2, etc.

Enhancements to the Basic Control Algorithm

Automatic control mode uses the algorithm described above. Manual control mode allows the user to input an APU power setpoint directly. In order to provide "bumpless" transfer between modes, the following steps are taken.

When transitioning from manual to automatic mode, the past value of the output variable, P(k-1), is set to the current value of the manual mode power setpoint. The past error value, e(k-1), is set to 0. The controller setpoint value, V_{sp}, is set to the current value of the capacitor voltage.

When transitioning from automatic to manual mode, the last value of the output variable, P(k), is used as the initial value of the manual mode APU power setpoint.

Two additions to the basic control algorithm were made in order to optimize the operation of the APU. Engines run most efficiently when run at constant speed, especially near their "sweet spot". Quantization and peak holding are two ways of

minimizing the number of changes in APU power requested, and, therefore, the changes in rpm.

Quantization forces the output to assume one of a discrete set of equally spaced output values rather than providing for a continuum of possible output values. The number of quantization levels, n, becomes another system parameter. The effect on the system is to eliminate minor fluctuations in engine speed. A value of n = 20 was used during the capacitor tests described in this report.

Peak holding introduces a delay between the determination of the need for a decrease in APU power and its actual implementation by a time, T. Increases in power are not delayed and they supersede any pending decreases, i.e., increases in power reset the counter used to implement the delay for decreases in power. This provides more nearly constant APU operation during busy start/stop cycles without affecting acceleration performance. Peak holding was not used during the tests described in this report. A typical value for T would be 5 sec.

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13. ABSTRACT (Maximum 200 words)

A government, industry and academic cooperative has developed a Hybrid Electric Transit Bus (HETB). Goals of the program include doubling the fuel economy of city transit buses currently in service, and reducing emissions to one–tenth of EPA standards. Unique aspects of the vehicle's power system include the use of ultra–capacitors for the energy storage system and the planned use of a natural gas fueled turbogenerator, to be developed from a small jet engine. At over 17000 kg gross weight, this is the largest vehicle to use ultra–capacitor energy storage. A description of the HETB, the results of performance testing, and future vehicle development plans are the subject of this report.

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